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號四十六百五零萬二第

日六廿月四年子甲

HONGKONG, THURSDAY, MAY 29TH, 1924 四拜禮

號九廿月五年三十國民華中

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TIME-TABLE

WEEK DAYS	
7.00 a.m.	7.10 a.m.
7.30 " " 8.00 " "	every 15 minutes Stop- ping
8.00 " " 8.30 " "	10 " " "
8.30 " " 8.47 " "	Non Stop
8.47 " " 8.54 " "	Stopping
8.54 " " 9.04 " "	Non Stop
9.04 " " 9.11 " "	Non Stop
9.11 " " 9.20 " "	Stopping
9.20 a.m. to 11.00 p.m.	every 10 minutes Stop- ping
11.20 " " 12.40 " "	15 " " "
12.40 " " 12.47 " "	Non Stop
12.47 " " 12.57 " "	Stopping
12.57 " " 1.04 " "	Non Stop
1.04 " " 1.13 " "	Stopping
1.13 " " 1.20 " "	Non Stop
1.20 p.m. to 4.30 p.m.	every 10 minutes Stop- ping
4.30 " " 4.40 " "	15 " " "
4.40 " " 4.47 " "	Non Stop
4.47 " " 4.57 " "	Stopping
4.57 " " 5.04 " "	Non Stop
5.04 " " 5.11 " "	Non Stop
5.11 " " 5.20 " "	Stopping
5.20 " " 5.27 " "	Non Stop
5.27 " " 5.37 " "	Stopping
5.37 " " 5.44 " "	Non Stop
5.44 " " 5.54 " "	Stopping
5.54 " " 6.03 " "	Non Stop
6.03 " " 6.10 " "	Stopping

SUNDAYS	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 9.30 p.m.	every 15 minutes
9.30 " " 11.00 " "	10 " " "
11.00 " " 12.00 noon	15 " " "
12.00 noon to 1.00 p.m.	10 " " "
1.00 p.m. to 2.30 p.m.	15 " " "
2.30 " " 4.30 " "	10 " " "
4.30 " " 5.30 " "	15 " " "
5.30 " " 6.30 " "	10 " " "
6.30 " " 6.46 " "	Non Stop
6.46 " " 6.47 " "	Stopping
6.47 " " 6.57 " "	Non Stop
6.57 " " 7.04 " "	Stopping
7.04 " " 7.13 " "	Non Stop
7.13 " " 7.20 " "	Stopping
7.20 " " 7.27 " "	Non Stop
7.27 " " 7.37 " "	Stopping
7.37 " " 7.47 " "	Non Stop
7.47 " " 7.54 " "	Stopping
7.54 " " 8.03 " "	Non Stop
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Hongkong, 1st June, 1923.

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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.33	12.00	1.19	4.44	5.27	7.09
Yau Ma Tei dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.38	10.50	12.21	1.39	4.45	5.50	7.32
Tai Po dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Tai Po Market dep.	7.22	9.57	11.08	12.38	1.55	5.12	6.07	7.49
Fanling dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui dep.	7.38	10.13	11.23	12.53	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.13	6.05
Sheung Shui dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai Po Market dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Tai Po dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yau Ma Tei dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling dep.	7.45	11.30	2.20	6.30	Shatinok dep.	8.30	10.15	1.05
Shatinok arr.	8.40	12.25	3.15	7.15	Fanling arr.	7.35	11.10	2.00

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THE SORROWS OF JOURNALISM. THE FIVE BORES.

Mr. E. C. Palmer writes in the *Nineteenth Century and After*:

Newspaper men very rarely share the feelings of the audience. A speech that will move a thousand people to a great outburst of enthusiasm will leave a journalist cold. Rhetoric that will impress a crowded hall may either irritate or bore him. Excited appeals to the emotions that will reduce an audience to tears leave him unimpressed.

Cold, critical disillusioned and sceptical, the journalist surveys the world from the press table with amusement not un-
mixed with cynicism.

The conditions of his life account for this. He spends his time listening to the opinions of other people, and as a specta-
tor of their enthusiasms, their triumphs and their follies, he hears every side of a question, not once or twice, but a hundred times. Politicians, scientists, cranks of all kinds, parsons, free-thinkers, bores, royalty and revolutionaries are the raw material of his job. There is hardly an aspect of life or thought with which a journalist on a London daily is not ac-
quainted. He goes at a moment's notice from one world to another. Within a day or two he may have to write an emotional account of a royal wedding, investigate a murder, produce a light and entertain-
ing report of a lecture on elections, cross-examine a member of Government, write up a thunderstorm, and interview Mr. Bernard Shaw.

COLD DETACHMENT.

The result is that after a few years he loses any capacity he ever had for being surprised or excited. Popular enthusiasms pass him by. He is in the crowd but not of it. He has something of the detachment of the police: wherever there is a big crowd you will find a reporter, but he is there only because he has to be. He shares none of the feelings or emotions of the crowd. For him they are merely the raw material of "copy," just as for the police, they are the raw material of disorder or crime.

It is true that this is not the impres-
sion he gives when he writes his story. Then he appears more enthusiastic than any one else in the crowd. But that is his job. He is paid to be enthusiastic. It is his business to persuade the crowd that they did well to wait for six hours in a hot sun!

Since women began to read newspapers, it has been discovered by news editors that nothing is quite so useful, with the exception of war, as a wedding. Skillfully worked up for a month or so, it can always be relied on to collect a big crowd.

PROFOUNDLY BORED.

But it should not be supposed that the people who arrange these crowds are themselves interested in the wedding. They are profoundly bored by the whole affair, as bored probably as the prin-
ciples. For weeks before the ceremony they have to work up enthusiasm for it, and collect every possible detail that may be expected to interest the public, but they themselves are not interested. I remember being struck not long ago by the depressed aspect of a woman journal-
ist—a Gilted girl—who was obviously writing something that annoyed her. When I asked what it was, she muttered with an expression of despair: "Another column of tripe about the trousseau." I remember, too, meeting on the stairs an exhausted reporter who had just returned from a function which had apparently been enjoyed by many thousands of people. I asked how much he was going to write. "Two columns," he groaned, "and it isn't worth two lines." Later, I found him in his room, looking the very picture of misery, but writing page after page of light-hearted description and high-spirited appreciation. As he finished a page it was whisked away by a boy to the compositors. Reading his two columns the next day you would have thought he was the biggest enthusiast in the crowd.

WOMEN'S POINT OF VIEW.

In the last few years a new situation has been brought about by the great in-
crease in the number of women readers of newspapers. It has become necessary to produce something that women—in the opinion of news editors—will read. Hence the gradual decline (with one or two conspicuous exceptions) in the stand-
ard of popular journalism—the elimina-
tion of anything thoughtful, or long, or "heavy," the ruthless cutting down of political and foreign news, the disappear-
ance of serious book reviews, the insis-
tence on the merely emotional and super-
ficial aspect of things, and the great pro-
minence given to sentiment and passion. Rightly or wrongly, news editors have decided that women are interested only in the trivial, the common-place, or the emotional. "What we want," says the news editor in despair every morning, "is a good woman's story." In the absence of a royal wedding, a crime of passion, Christmas shopping, a sensational divorce case, or Summer sales, it is always diffi-
cult to discover something in which women may be considered certain to be interested. As a rule, the women on the staff are unable to help. They refuse to admit that there is such a thing as a woman's story, and they resent the sug-
gestion that it is only women who are attracted by the trivial. "I want you," begs the news editor, to write this from the woman's point of view." The woman journalist looks at him critically. "What is the woman's point of view," she de-
mands. "You ought to know," protests the news editor. But she insists that it exists only in the imagination of men. "Tell me what it is," she says, "and I'll write it, but don't expect me, as a woman to know." In the end the news editor sends in desperation for a man. "For God's sake," he cries, "do this from the woman's point of view!" And it is done. At the Press table it is recognised that when something distinctively feminine, in the accepted conventional sense, has to be done, a man has to do it. No woman can write "sob stuff."

FIRST-CLASS SPEAKERS.

Perhaps that is why there are so few first-class women speakers. They decline to make use of one of their strongest powers—the power to act.

There are a few exceptions. Lady Bonham Carter and Lady Astor are among the few feminine women speak-
ers. Lady Bonham Carter is in a class by herself, chiefly because she is the daughter of her father. Most women appear to think that it is enough on the platform to speak fluently and sincerely. Lady Bonham-Carter knows better. She knows the value of the carefully thought-out epigram, the telling phrase, and the whimsical excursion into humor. She consents to act in the sense that she con-
sents to be witty. She acts, too, in the sense that she varies her voice and ex-
pression in sympathy with what she is saying. She writes down her speech in cold blood, learns it by heart, and then delivers it with the skill and warmth of the accomplished actress. Sometimes a copy of her speech is given beforehand to the Press table. I have heard her fol-
low the text word for word, with barely a mistake, for twenty minutes or so. She is one of the few women speakers en-
joyed at the Press table. And she is the easiest of all to report.

IDEAL POLITICIANS.

Among men there are only five speak-
ers whose rising is always welcomed at the Press table. They are Mr. Lloyd George, Mr. Asquith, Mr. Winston Churchill, Lord Birkenhead, and Lord Curzon. They are in a class by themselves. What puts them in this class? Their freedom from the excessive sincerity that is usual-
ly so marked a feature of the bore.

Not long ago a certain politician com-
plained that the local Press never report-
ed him accurately. The next time he spoke he was reported verbatim with disastrous results. Probably there are not more than a dozen men in the country who could survive such a test.

On the whole the level of public speak-
ing, from the Press table point of view, is surprisingly low. Barely one speech in a thousand is good copy.

Those who make the average speech may perhaps be summarised in this way.

AVERAGE TYPES.

The Apologetic Bore.—A widely pre-
valent type. Opens as a rule like this: "When I entered this hall I had no idea that I should be called upon to ad-
dress you. It is due to the absence of Mr. Blank, which we all regret. (Ap-
plause.) That I have been asked, as it were, to step into the breach, I do so with pleasure, but also with great diffi-
dence. I have had no opportunity to prepare a speech, and I am . . . er . . . I am sure you will understand that I can be only a poor substitute . . . er . . . for the eloquent speaker who was expected to address you. I have really nothing to say." (Takes for half an hour.)

The Unctuous Bore.—Relies on flatter-
ing his audience and giving an impres-
sion of his own modesty. Invariably begins: "I count it a great honour to have the privilege of addressing this dis-
tinguished gathering. There are the Conscientious Bore, the Hero wor-
shipping Bore, and the Personal Bore, the latter being a common type at banquets, very serious and obviously determined to make as many friends as possible. "It is my proud privilege," he will say, "to propose the health of our distinguished guest Lord Blankly. No words of mine can do justice to his record of public service or the unique charm of his person-
ality. We all know Lord Blankly. (Applause.) We all admire him. (Applause.) And why? . . . and so on till even Lord Blankly begins to feel a little bored."

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SHANGHAI PIECE GOODS MARKET.

THE BIG THREE

A special correspondent writes from Shanghai to The Times Trade Supplement that cotton goods from the biggest class of foreign manufacturers consumed by the Chinese, and Shanghai is the chief market. There the bulk of the business is at the auction sales. These auctions are held weekly by three big firms—Maitland & Co., Ltd., Probet, Hanbury & Co., Ltd., and Jardine, Matheson & Co., Ltd. Maitland & Co., known locally as Yuan Fong, have done their piece goods business in this way for half a century or more. Probet, Hanbury, who Chinese name is Kung Fong, began auctions about 1910, and Ewo, the Chinese name of Jardine, Matheson, about 1890. Maitland's is the most important of the three, and takes place every Thursday, in all conditions, good, bad, or indifferent, and they sell without reserve, putting up to auction as far as possible the same quantity week in, week out. In this respect their methods differ from Ewo's, for Ewo withdraw good when the prices bid do not suit them. Another characteristic feature of Maitland's auction is that all the goods put up for sale are their own, whereas at the Kung Fong or Ewo auction consignment goods are included. The three auctions together (Kung Fong's takes place on Tuesdays, Ewo's on Wednesdays) represent a large proportion of Shanghai's piece goods trade.

Apart from the auctions, business is done in two ways, "merchandise" and "indentwise." The sales to the Chinese are generally made in sterling, and the settling of exchange is their responsibility. In this respect Shanghai business differs from that of Hongkong, where sales are effected in dollars, and the importing house settles exchange. Many regard Hongkong's method as much more desirable, because it eliminates one element of risk, of which there are many in the indent business. They were illustrated in the post-arrived debacle, when dealers who had not settled exchange and found it going heavily against them made no attempt to take up their contracts, a course in which they were helped by the ease of escape to "Ningo-more-far," a vague geographical expression, which includes the neighbouring treaty port of Ningpo and any other of the cities or small towns of Kiangsu province, and the province of Chekiang. The law in China in such cases of default is short-armed. Dealers disappeared by the dozen, and to invade the help of the Chinese authorities in bringing them to book was useless. The Piece Goods Committee of the British Chamber of Commerce set to work to devise a standard piece goods contract, the terms of which are at the time of writing receiving what it is hoped will prove the final consideration of the Chinese Piece Goods Guild.

THE NECESSARY COMRADESHIP

Business, whether done merchandise or indentwise, is, generally speaking, financed on d.p. terms (documents against payment), though in certain exceptional instances d.a. terms (documents against acceptance) are arranged. Native intermediaries play an important part. The European importers are a mere handful in comparison with the huge population to which they sell, and even if they were able to speak Chinese fluently, it would still be impossible for them to get into such close, direct contact with dealers as to be able to "place" them, size them up, and enter into agreements with them without native help. Hence all foreign importing houses in the piece goods as in other trades have native staffs, large or small, of which the principal man is the compradore. In what are coming to be regarded as the "good old days," the compradore in Shanghai, like the guarantee brokers of the same period in Bombay, Calcutta, Madras, or Karachi, was responsible for the business he introduced, and could be looked to in the event of default. To-day that is rarely if ever the case. Yet the compradore is a very necessary person.

SILENT BIDDERS

In a further letter coming back to the auctions, the writer states the actual process of bidding is an exceedingly interesting thing to watch. Imagine a room 60 feet by 40 feet and a crowd of some 200 Chinese wearing short black jackets, dark blue or brown shirts, and caps or "squash" hats, standing below a platform on which is a desk presided over by an Englishman helped by a Chinese assistant on either side. The Englishman conducts the auction in English in the orthodox fashion, with a hammer and the usual professional clichés. The bidders, a large proportion of whom are brokers buying on behalf of constituents in various centres, have all sorts of methods of making their bids known. A lift of two fingers, a nod of the head, the wink of an eye, sometimes the merest semblance of a sign. Indeed, there are occasions when a stranger to the scene might imagine that the auction was hanging fire and would certainly be puzzled at the fall of the hammer, at a figure reached he could not say how, for he might have heard no more than three or four bids, and yet the price at which the price was knocked down would show that there had been a dozen or more. It is in catching these swift, silent signs that the skill of the auctioneer lies, and years of practice are behind such an auctioneer. For instance, Mr. C. M. Bain, of Maitland's. The bidding that is vocal is in English and often, of course, the rapid succession of bids, rising above the hubbub of talk that almost invariably characterises a Chinese crowd, no matter what the business in hand may be, makes plenty of noise.

Two general and rather important statements may be made about these auctions, one that the volume of the trade in grey goods is smaller than it used to be, the other that the total volume of European business done has decreased since the war. In 1914 the total delivery of European grey goods

(Continued on next column.)

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AMERICAN SILVER PURCHASES.

It is reported that Senator Pittman will soon place before the Banking and Currency Committee of the Senate all data pertaining to his Bill recently introduced for the completion of purchases of silver under the Pittman Act of 1918. The Senator will endeavour to have such action recommended to Congress as will make it mandatory for the Treasury to allocate the outstanding 14,000,000 ozs. of silver. Both his arguments and the arguments of the Treasury officials will be included in the testimony before the Committee.

was 2,977,253 pieces; in 1923 it was 1,090,160, the diminution being due (a) to Japanese competition; (b) to the competition of local cotton mills.

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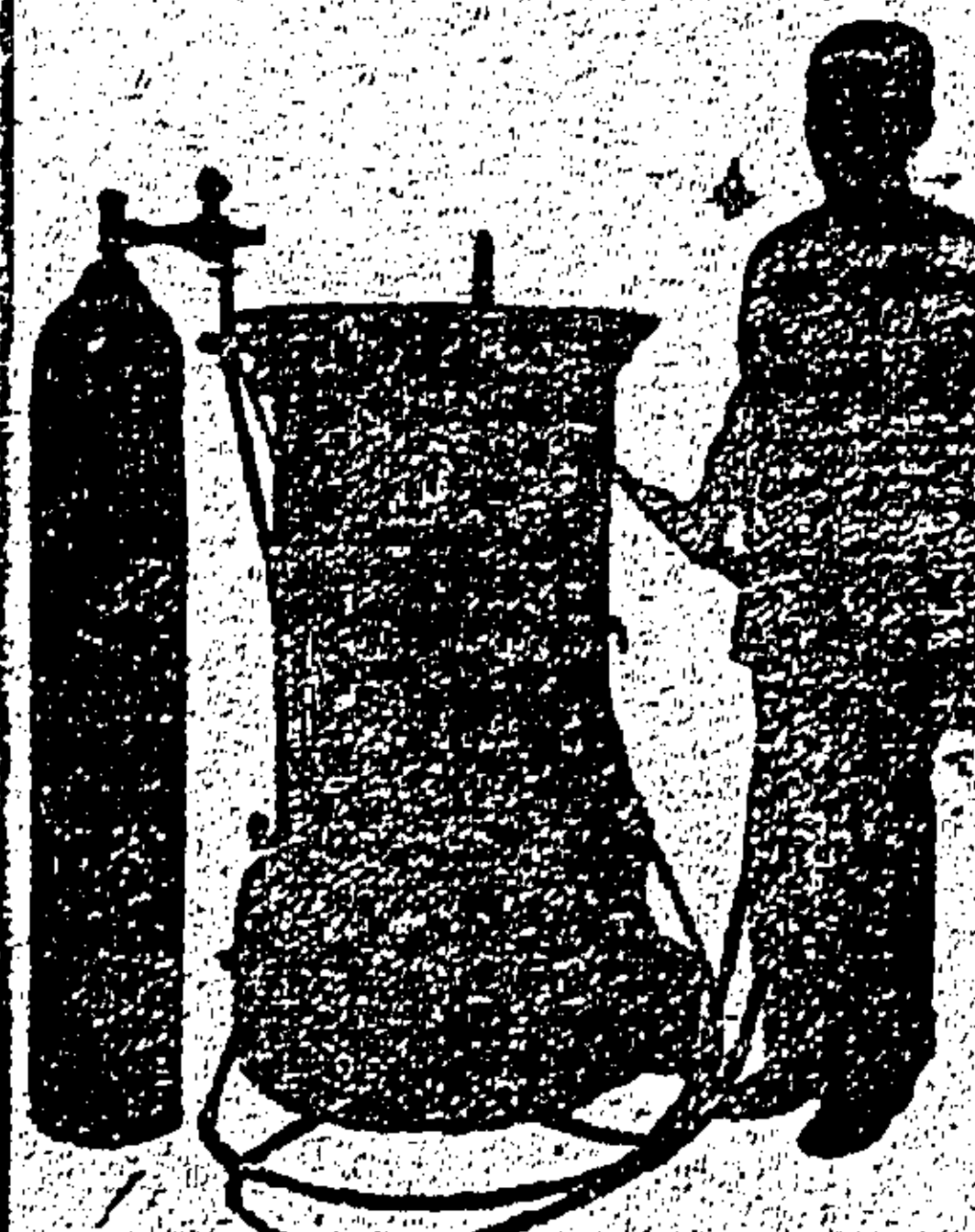
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BRITISH EMPIRE EXHIBITION.

THE LIGHTS OF HONGKONG.

We are over the water in Kowloon and it is night, writes the correspondent of *The Times*. The junks glide slowly by like shapeless phantoms. Their sails cross over, blot out and release again the starlit slopes of Hongkong. Steamboats, tugs, and fussy motor craft have long since gone to their night berths. But the port is asleep to-night; there are 80 or more steamers at their moorings, still but alive. They are, indeed, the Colony's "life-blood." Half came in today, as many will leave to-morrow; and those that wear the Red Ensign swing with slow motion to the tide between the Dutchman and the Dane.

Round the corner the rickshaws are running silently to left and to right, their dim lamps, white in front and red behind, swaying to the motion of the runner. They are variously burdened. The trams have just ceased their rumble, and the ricksha puller has come into his own. Tiptoes go home from the dance, white-fronted and immaculate, men who have planted the pine against fever, men who till up the ships of the world and empty them, men who know the weight of a dollar and how to double it, men who throw mountains into the sea and ornaments into the light into Hongkong.

I crossed the harbour to the great yard of the Hongkong and Whampoa Dock Co. to see the models for Wombey, and particularly the new production of "Hongkong at Night." A friend in waiting conducted me to a great hall near by—the pattern left—and there I saw a relief map of Hongkong and its territories, showing all the leading features. Surrounding it were the models. First, there was Couper's stone dock at Whampoa, the first in China, which was wrecked by angry Chinese and cost its builder his life. The *Catty Sack*, most famous of China tea clippers, rested snugly on the blocks. Then I saw a large live-out of the Dock Company's extensive premises, including the new drydock, which, when completed, will be over 1,000 feet long and 100 feet wide, one of the largest in the world. This fine model shows in the last detail the shops and ships and building ways. At length we arrived at a big green erection, which revealed a maze of electric wiring. "That is Hongkong at night," said my friend; and, taking me round to the front, he bade me look through one of several eyepieces in the wall. I was gazing at Hongkong just as I have seen it many thousands of times, not with the sunlight upon it, but after dark, when its count, less lights are all aglow against the black of the steep hillside and softly shimmering on the waters of the harbour below.

CHINA'S NEW TRADE MARKS LAW.

LONDON VIEWS.

At a meeting of the Far Eastern Section of the London Chamber of Commerce, recently, the Chairman, Mr. Frederick Anderson, referred to the controversy in regard to the new China Trade Marks Law and the negotiations which had been carried on by the Corps Diplomatique in Peking. He continued: "Up to now the Chinese have turned a deaf ear to the representations that have been made to them, not in the interests of foreigners alone, but in the best interests of China herself. The case is so simple, it is astonishing that any difficulties should have arisen in dealing with it."

Over 20 years ago the Chinese Government, at our instigation, agreed to establish offices for registration of trade marks, and to protect British marks against infringement by the adoption of a procedure which was outlined in the Treaty of 1902. We all desire to co-operate with the Chinese in carrying out that agreement in the most efficient manner possible. Everyone wants to do everything they can to strengthen the hands of the Chinese Government in dealing with these valuable private rights, and no one has the least desire to do anything prejudicial to Chinese interests. Incidentally, if the Chinese were, without more ado, to offer to carry out the spirit of the Treaty which they signed of their own free will, they would create a feeling of confidence in their Government which would of itself be of great value to them. But more than that, they would automatically create a new and important source of permanent revenue which would no doubt be very welcome, especially as it would be paid willingly for value received. They may no doubt get a certain amount of revenue from registration in the form in which they propose to establish it, but if its collection causes loss, harassment and annoyance to many individuals and firms throughout the length and breadth of China, it will probably in the long run do China more harm than good.

One cannot help hoping that even at the eleventh hour China will have sufficient wisdom not to spurn the advice of her friends and well-wishers, as it is so manifestly in her interest to inspire and not to dissipate public confidence in her administration.

NEW AIR SERVICE.

On April 30th an air service between Belfast and Liverpool was opened from Belfast. The scheme is backed by private enterprise. Belfast Chamber of Commerce has promised to support a certain revenue load each day, and the Post Office having made a similar promise, it will be the first British inland Air Mail Service. D.H. 50 machines will be used and the route will be via Barrow, Maryport, Abbey Head, Wigtown, Bays, Luce, Bay, Mull of Galloway, over St. Patrick's Channel to Donaghadee and Belfast.

HON. MR. CHOW SHOU SON.

SOME REMINISCENCES.

A dinner was given by the Central Union of Chinese Students in Great Britain and Ireland at the Connaught Rooms on April 22nd in honour of His Excellency Liang Shih Yi, ex-Premier of the Republic of China, and the Hongkong representatives to the British Empire Exhibition. The President of the Union occupied the chair, and amongst those present beside the chief guest were the Japanese Ambassador, Baron Hayashi, Sir James Jamieson, Sir Charles Adair, Viscount Kano, Dr. Lionel Giles, Mr. and Mrs. E. R. Halifax, Sir Gregory Foster, Mr. Chow Shou-son, Mr. A. G. Angier, and Mr. E. C. Kueh, the hon. secretary. There was a representative gathering of students, and over one hundred in all were present at the dinner.

THE GUESTS.

In proposing the toast of the guests, Mr. Chow Shou-son said: "It is hardly necessary to recommend to any gathering of Chinese or of British with Far Eastern experience the claims to respect and admiration of His Excellency Liang Shih Yi, who is now on a world tour, and visits this country to see the British Empire Exhibition. Mr. Liang Shih Yi has been over thirty years in the Government service under the old regime, as well as under the Republic, and his chief claim to our gratitude and admiration is in connection with public finance and means of communications. In fact, the improvement of the railways in the northern provinces has been largely due to his efforts. He has been Minister of Finance and Minister of Communications. He was ex-President Yuan Shih Kai's right hand man in the capacity of chief secretary for a number of years. He has once held the highest office as Prime Minister. During his early days he passed the highest literary examination in China, and secured the most distinguished degree we have, namely, of Han-lin. His achievements both in financial and economic enterprises have won for him great fame, and he has among our countrymen acquired the nickname of 'God of Wealth'." But he himself is not a wealthy man. He acquired his nickname by the distinguished services he has ever rendered to the country. We should be proud of him, and China is fortunate in possessing him. It is specially fortunate because our country possesses unlimited resources which are awaiting development. Such development can only be successfully carried out by men of ability, energy and experience, and in Mr. Liang you find an ideal statesman. We have also in our midst several Japanese guests, who very cordially welcome the first of us, Mr. Liang Shih Yi, the Japanese Ambassador, who knows our chief guest of honour. Next I must not overlook Viscount Kano, or I should call him a friend of China. He has been doing his utmost to clear up international misunderstandings, and has endeavoured to bring about a lasting comradeship between Japanese and Chinese. He is a banker and we understand he is soon leaving for China to take up his new post there. We wish him and Viscount Kano good speed and a *bon voyage*.

Among British friends I first mention one who knows China as well as we do. I refer to Sir James Jamieson, British Consul-General in Canton. On behalf of the Cantonese, who are present here to-night, I myself as a Cantonese pay to Sir James our tribute. There are also with us a number of financiers and business men who are interested in China. I came here as a diplomatist, but I am rapidly becoming a business man. People regard me as a sort of publicity agent in advance. I have met many people who lament the temporary unrest in our country owing to its effect on trade, but I have never yet met anyone who did not realise that, given suitable conditions, there was an immense field for commercial and economic development in our native land. Another distinguished guest was Sir Gregory Foster, a great educationalist. We envy the young men who enjoy the privilege of learning under him. As this banquet is held on the eve of the opening of the British Empire Exhibition, we are honouring the representatives from Hongkong. Among them I should first mention the British representative, Mr. Halifax, whose official position is closely connected with the Chinese in the colony. Next in connection with the Exhibition is Mr. Chow Shou-son, the Chinese representative from Hongkong. Mr. Chow is one of the first group of students whom China sent to America almost half a century ago, a fact which should show you, at all events, that our system of acquiring education abroad is not of modern growth. Mr. Chow went back to China and started his official life on the bottom rung of the ladder of fame. He was gradually promoted to be managing director of the Peking-Mukden Railway. Eventually he became Customs-Tao-Tai in Shanhaikwan, a post which he occupied until the end of the Taing Dynasty, when he retired and returned to live in his birthplace, Hongkong. Mr. Chow is an excellent example to follow of what can be done by the proper use of a thorough foreign education.

Mr. Liang Shih Yi said, as he had always been most attached to the younger elements, it gave him very great pleasure to receive on the very first day of his arrival in England an invitation to dine with the Union. In an interesting speech he counselled the students, that while they were taking in the civilisation of the West, they should try to give out a little of their own, because there was much in Chinese civilisation which surpassed that of other nations. And even among the modern inventions, there were things which were known to their forefathers, which we have, it seems, "gained a better position in the world after the great war, and when other nations are having more respect for, and are more interested in, our country, we need not hesitate to make our old civilisation better known to the world, and that is a duty which devolves on you students."

MR. CHOW SHOU SON'S ADVICE.

Mr. Chow Shou-son, in his reply, said: Being one of the students who was sent abroad by the Chinese Government in the year 1873, to acquire a foreign education, I think I can lay claim to some seniority among returned students. Forty-odd years ago the Government of China, especially the more conservative of the high officials, and people in general, neither understood nor appreciated foreign education. We old students, being pioneers, were very much handicapped and had many difficulties to contend with. Viceroy Li Hung-chang was the first high dignitary in China to appreciate the value of his countrymen who had been educated abroad, and he made use of some of them, but it was not until the time of that able and far-sighted statesman, Yuan Shih Kai, when he became Viceroy of Peking, and Grand Councilor, that many of the returned students were placed in positions of trust and responsibility. Men came to the fore, like Tang Shao-yi, Liang Tun-yen, Jem Tien-yu, Liang Yu-ho, Sir Chentung Liang Cheng, and Dr. Lew Yuk-lin. These men have all done good service for their country. A few years ago the last-mentioned was Chinese Minister to the Court of St. James's.

Now, gentlemen, there have been many changes within the last twenty-five years. Especially after the Sino-Japanese War and since the establishment of 1911 of the Republic, thousands upon thousands of Chinese students have gone to Europe, America and Japan. I am sure that many of these men will, in their turn, also render valuable service to their country. Your hon. secretary has asked me, as one of the old hands, to give you some advice as to your studies and as to your future. This is rather a tall order. There are good points and shortcomings in every country. Use discretion to select the good and reject the bad, as Mencius so well said. Some students, particularly those who go abroad when quite young, have the erroneous idea that there is nothing good in China. Such an impression should be erased at once. I admit that in my younger days I, too, entertained such an opinion, but it was not long ere the silly idea was knocked out of my head. As to your future, the whole vast field of China lies open before you, and it entirely depends on yourself what you make of the great opportunities it offers. Each individual must carve out his career according to his own taste and ability. A country is like an individual, it must move with the times, and men of moving along, but they must have men of high moral courage and great ability and capacity for work to steer the ship of State safely. It is open to every one of you to become such a helmsman.

In conclusion, I would ask permission to say a few words in connection with my present mission to England. This is my first visit to this great country. I have come to attend the British Empire Exhibition as one of the Honorary Associate Commissioners appointed by the Government of Hongkong to represent the Colony, chiefly in the interest of the Chinese of Hongkong. That great exhibition at Wembley will be the means of substantially increasing trade between our Mother country and all its possessions, and indirectly China, which is already doing an enormous trade with England.

Mr. HALIFAX also responded to the toast.

UNION INSURANCE OF CANTON.

PRESENTATION TO MR. G. LYALL.

At the Institute of London Underwriters on April 26th a presentation was made to Mr. Gilbert Lyall, recently London manager of the Union Insurance Society of Canton. In making the presentation Mr. Hines, Chairman of the Institute, said Mr. Lyall joined his company—the North China—in 1882—a record of 41 years' service in one institution, which in itself was, he thought, something of which to be proud. He was appointed manager of that company in 1910, and in 1920 the North China was taken over by the Union of Canton. Mr. Lyall had been connected with the law from his birth. He was a nephew of a famous administrator—Lord Hannan—and he had always taken a very great interest in marine insurance, and particularly in the law of marine insurance. He combined the legal mind and the business mind with the practical side of marine insurance. They were going to ask Mr. Lyall to accept a booklet with all the signatures of their underwriters. They would also ask Mr. Lyall to accept the small gift of a pair of binoculars and a pair of opera glasses for Mrs. Lyall. Mr. Lyall, in accepting the gifts, expressed his thanks for their recognition of such services as he had rendered to the Institute.

WEDLOCK BY COMPULSION.

A SEQUEL AT HONAM.

The *Canton Gazette*, under the caption: "The Result of her Matrimonial Unsatisfaction," publishes the following:—The daughter of one Mr. Lee of Nam Chuen, Honam, is having a serious difficulty with the family of her husband. Ah Fung, the daughter, was married by her parents to one Mr. Ou. Ah Fung, who has become modernized and believes in marriage by love, detested her wedlock by compulsion, and absolutely refused to go to the home of her husband. The husband in company with his brother-in-law, came over to Ah Fung's house intending to take her away by force. And as the girl still refused, the husband's brother in anger took out a knife and cut off her hair. They will all go to court to have the matter settled. Evidently the young lady is not "modernized" to the extent of preferring "bobby" hair.

COMPANY MEETING.

PEAK TRAMWAYS CO. LTD.

MAY ROAD FARES: NEW CHARGES TO STAND.

The ordinary general meeting of the Peak Tramways Co., Ltd., was held at the Hongkong Hotel yesterday morning. Mr. D. E. Clark presiding. There were also present: Mr. J. Scott Harston, Mr. A. S. Gubbay, Mr. A. B. Stewart and Mr. C. Gordon Mackie (Directors), Mr. G. Rapp (Secretary) and the following shareholders: Messrs. A. V. Apar, W. Morley, J. D. Humphreys, J. A. Tarrant, and F. M. Ellis.

The Chairman said: Gentlemen.—The report and statement of accounts together with Auditor's report having been in your hands for the prescribed period, I will, with your permission, take them as read. The profits for the year are \$33,074.80 higher than the previous year and in fact represent a record for the company. Traffic receipts show a big increase over the previous year and your directors feel inclined in proposing a bonus of 5 per cent. to shareholders in addition to the same dividend as paid last year, viz. 10 per cent.

The disastrous typhoon of last August so badly damaged the superintendent's house at the Peak, that on the advice of our architects it was decided to rebuild. A two-storied building is now in course of erection. This will consist of two self-contained flats, waiting room and lavatories and in addition an office for the superintendent. You will notice that \$25,000 has been transferred from reserve fund and written off stations, leaseholds and buildings. This sum represents approximately the value of the old house (now demolished) minus foundations.

We propose with your approval to transfer \$25,000 from profit back to Reserve thus bringing this Fund up to \$110,000. We had hoped at this meeting to have given you some definite news of the big cars it is proposed to build. The manufacturers' agents here some time ago took all particulars and we confidently hoped that shortly we should have had cars seating 60 running on the present track. These cars were to have been built of stronger, but lighter material than the present cars and by using the lighter material the increased size necessary to carry the greater number of passengers would not have materially increased the weight of a fully laden car. The manufacturers at Home, however, would not accept the order as they considered it too small. We are now in communication with another firm and we hope this time we may be more successful.

Your directors have decided to abolish quarterly tickets as from June 1st and issue in their place monthly tickets, available for any distance, at the rate of \$9 per month. This represents a decrease for the full distance of \$3 a month to gentlemen on the old quarterly tickets and \$1 month increase on ladies tickets. Contract tickets to intermediate stations will be discontinued after May 31st. With these few remarks, gentlemen, I beg to propose that the report and statement of accounts, as presented, be adopted. After this has been seconded, I shall be pleased to answer, to the best of my ability, questions on the accounts shareholders may wish to ask.

MAY ROAD FARES: SHAREHOLDERS' QUERIES INCREASE.

Mr. A. V. APAR, in seconding the adoption of the report and accounts, asked if the Directors had taken into consideration the protest made by the residents of May Road.

The Chairman said they had and that they were quite decided that the new charges should be made.

Mr. APAR: I do not think we are justified in raising the rates for May Road.

The Chairman: We are not exactly increasing the rate. We are merely making a uniform charge, and the residents of May Road will benefit by it when they go on to the higher levels. Instead of paying the journey will be included in their new tickets. It is the lower levels, as that in operation on the lower level, Mr. APAR: You cannot compare the Peak tramway with the lower level tram; extra charges are made if you do more than certain distances.

The Chairman: I mean that a person with a \$10 monthly ticket can go anywhere he likes.

The matter then dropped, and there being no further questions the report and accounts were adopted.

On the motion of the Chairman, seconded by Mr. J. D. HUMPHREYS, the following directors were re-elected: The Hon. Sir Paul Chater, C.M.G., Mr. C. Gordon Mackie, Mr. J. Scott Harston, Mr. A. B. Stewart and Mr. A. S. Gubbay.

Messrs. L. A. Bingham and Matthews, and Messrs. Linstead and Davies were elected auditors for the ensuing year, on the motion of Mr. F. M. ELLIS, seconded by Mr. J. A. TARRANT.

This was all the business before the meeting.

FAIR EASTERN STAMPS.

Colour changes in the low-value postal duties of the Far Eastern Colonies and Dependencies have been frequent of late. The 3 cents stamp of the Federated Malay States, already found in brown, scarlet, and grey, will in future be printed in green, changing colour with the 2 cents, the latest printing of which is in brown. This applies equally to the 3 cents of Kedah, transformed from purple-brown to green, and to the same denomination of the current series of the Straits Settlements themselves. The following current Colonial stamps have been printed for the first time upon Script C.A. water-marked paper. Federated Malay States, 21 and Kedah, 21.

An echo of the Spanish-American War is found in the latest 10 cents postage stamp of the Philippines, on which appears a likeness of Admiral Dewey, the hero of Manila Bay.—*Times*.

THE UN LUNG MOTOR BUS COLLISION.

CONFLICTING EVIDENCE.

The case in which two motor-bus drivers are indicated for manslaughter in connection with the Un Lung motor-bus collision when four passengers were killed, was continued at the Criminal Sessions yesterday.

The Manager of the Chun Hing Motor-bus Company said that both vehicles belonged to his company. On the morning of the collision both were tested on Laichikok Hill. The brakes were then in order and if they were out of order when examined after the collision it must have been due to the collision.

The witness was not cross-examined. Sgt. Stimson, in charge of Ping Shan Police Station, described the scene of the collision.

Witness agreed with Mr. Prosser that from the marks on the bridge wall, the bus going to Un Lung bore away to the left before the collision took place. In his opinion it was likely that the bus hit the wall before colliding with the bus coming in the opposite direction.

Further cross-examined the witness gave it as his opinion that each bus must have been doing 35 miles per hour.

Mr. Prosser: That is your opinion?

The witness: Yes, and also my experience.

He further said bus No. 1314 had been moved to clear the road for traffic when Mr. Smith, the motor expert arrived. In moving it care was taken not to touch the foot brake.

Mr. J. Smith, acting Chief Mechanical Engineer of the Kowloon-Canton Railway, gave evidence as to examining the buses at 6 p.m. on the day of the collision. Regarding bus No. 1204 the hand brake had not been used. The underside of the handle of this brake was covered with dust; if the brake had been used the impression of a man's hand would have been left. The foot brake was out of order and needed adjusting. As to bus No. 1314, the hand brake was in order. Witness did not think it was likely that the brake was on at the time of the collision. The footbrake was not in order. In his opinion the drivers should have taken the precaution not to meet on the bridge.

Mr. Prosser: I put to you, Mr. Smith, that no man in his senses would go in the streets of Hongkong with both hand brake and footbrake out of order?

The witness: Yes, and yet they do. How do you say the buses were stopped on this particular occasion?—By the collision.

You say the foot brakes were entirely out of order?—With so much use they would want adjusting. I put it to you that if both foot brakes were out of order it was an extraordinary coincidence?—Yes, it is; but when you know the supervision given to them it is not so extraordinary.

Witness further said that the superstructure of the buses was flimsy.

THE DEFENCE.

The first prisoner, Lo Shang, driver of bus No. 1204, then gave evidence. He said he first sighted the other bus a little over 40 yards away. He was slightly nearer the bridge than the other car. As he continued he noticed that they looked like meeting on the bridge and he slowed down. The collision occurred just as the front of the car passed the bridge, and it occurred, he said, because the oncoming car swerved towards him. He considered he had the right of way. The accident would never have happened had he (witness) not slowed down. He used his foot brake only that day because it was sufficiently strong to stop the car. It was strong in the morning, but gradually got weaker. At his last stop before the bridge he pulled the car up in six yards.

Witness later admitted he used his hand brake several times during the day, though only when he wished to stop the car altogether.

The first prisoner, cross-examined by the Attorney-General, said the dust on the handle of the hand brake must have accumulated while the bus was lying by the road.

Prisoner, when asked by the Attorney-General as to why he did not use the hand brake when he saw the collision was imminent, said he was steering with one hand and the other was on the horn.

"Would it not have been better to have put the brake on than sound the horn?" asked the Attorney-General.

Prisoner replied he thought that the other driver was going to avoid his car. He thought he had time to pass the bridge before the other bus came up. His speed was 16 miles per hour and at the bridge he had slowed down to 15 miles.

The second prisoner, driver of the bus going towards Un Lung, then went into the box. He said it was his third trip that day. On that day he used the foot brake all day because the hand brake was out of order. The foot brake was not quite in order.

Asked by Mr. Prosser to explain the latter statement, witness said that he had to put on the brake some time before he could pull up.

When he reached the bridge he saw the danger and swerved so as to allow the other bus to pass. The collision then took place.

Mr. Campbell Prosser then announced to the Court that he had sent his expert across to Kowloon to examine the buses, but he was informed they had been repaired. He would like the prosecution to explain what had happened to the buses.

(Continued at foot of next column).

A RIDE IN A CAR.

LEGAL VISIT TO WING LOK STREET.

In the Summary Court, yesterday, before Mr. Justice Dyer Ball the Han Tak Cheong firm, tenants of No. 2, Wing Lok Street, claimed damages for trespass from the landlord, Wu Yung Man-hing. The landlord brought a counter-claim for possession.

Mr. E. S. C. Brooks appeared for the tenants and Mr. Eldon Potter represented the landlord.

Mr. Brooks said the case for the tenant was that he was a string maker and dealer residing at 2, Wing Lok Street. He received three months' notice to quit dated January 31st and on May 1st workmen sent by the landlord erected scaffolding. The scaffolding had caused the firm to suffer considerable damage to the business.

Mr. Brooks submitted that the landlord was a trespasser and that the notice to quit was invalid for two reasons. The first was that, being a pending notice, it came under the 1924 Ordinance, and the second that it did not comply with the requirements of the 1922 Ordinance in that the exact nature of the reconstruction was not stated.

Mr. Potter said that the question of the notice to quit did not arise. He was prepared to admit, so far as the action for trespass was concerned, that plaintiff was a statutory tenant protected by the Ordinance.

His Lordship: It is only a question of the amount of damages if any.

Replying in the affirmative, Mr. Potter suggested that his Lordship should accompany him to Wing Lok Street. A view of the alleged trespass, said Counsel, would be far more helpful than hours of evidence.

The premises were visited and on the Court resuming Mr. Potter submitted that the erection of scaffolding alone did not constitute trespass. If that were so, a landlord would be trespassing if he put up scaffolding for the purpose of repairing the front of the building.

Further argument ensued, and his Lordship reserved judgment.

Judgment was also reserved in the case of the counter-claim.

THE PEAK TRAMWAY CASE.

JUDGMENT FOR THE EMPLOYEE.

In the case in which Li Sui, a tram conductor, employed by the Peak Tramways Co., Ltd., sued that Company, for one month's pay in lieu of notice Mr. Justice Dyer Ball gave judgment for the plaintiff with costs.

Mr. M. K. Lo appeared for the plaintiff and Mr. H. C. Macnamara represented the defendants.

NAVAL NOTES.

Capt. J. C. Hamilton has been appointed to the *Durham* China Station, to relieve Capt. B. G. Washington, C.M.G., D.S.C., who was appointed to that light cruiser on May 10th, 1922.

Capt. H. C. Davenport has left England to assume command of the light cruiser *Despatch*, China Station, in relief of Captain B. C. Hamilton, who was appointed to the *Despatch* in June, 1923, for her maiden commission. Capt. Davenport has been afloat since 1897, and reached the rank of captain in June, 1922. He saw service in the last war, and recently went through the senior officers' course at the Royal Naval War College, Greenwich.

The report on the signalling of His Majesty's ships with merchant ships at sea for the quarter ending March 1924 shows that the light cruiser *Carlisle*, Capt. Gerald C. Dickens, C.M.G., China Station, took second place with 65 successful practices. In August next Capt. Dickens will complete his two years in command of the *Carlisle*, and will be relieved in the usual course. The *Carlisle* will be recommissioned early next year on completion of her second commission.

The Attorney-General: They are my friend's buses. They are not mine. Mr. Prosser said that in view of the serious charge of manslaughter he contended that they should have been retained as exhibits. Neither his Lordship nor the Jury nor himself had had an opportunity of examining them.

His Lordship: It would not have been the slightest value to me if I had seen them, or to you, Mr. Prosser.

"How long ago was this accident?" asked his Lordship.

On receiving a reply that the date was April 6th his Lordship asked if the buses had been repaired.

It was decided to recall the manager on the point.

The manager, recalled, said that one was repaired a few days ago and the other was still under repairs.

Mr. Prosser: Did the police ever make any application to have these buses kept in that state until after the trial?

Witness: No.

Cross-examined by the Attorney-General, witness said that he had received many claims for damages in respect of this collision. These were placed in the hands of Messrs. Deacons, the solicitors. He did not think it necessary to retain the buses in their damaged state in view of these pending actions.

The case will be proceeded with this afternoon.

THE CANTON STRIKE THREAT.

WHAT ALL THE TROUBLE IS ABOUT.

The strike which has been threatening at Canton because of action taken by the public authorities in violation of the "vested rights" of shopkeepers did not commence yesterday, as had been previously arranged. General Hsu Shao Ching, ex-Governor and Secretary of the Interior called a meeting of the merchants and appears to have soundly rated them for contemplating such an "outrage" as a strike, and it is reported that the attitude of the merchants has become "more satisfactory," but as the Government order to which the tenants objected has been cancelled, they have reason to be satisfied.

The *Canton Gazette* gives the following as a full explanation of "the old complicated business custom in Canton," which the Government has been trying to suppress:—

Canton has in existence amongst its older business firms a custom, called, in the Cantonese dialect, *Pu-tai-shing-shou*, which embodies various interests that the merchant claims to have owned and vested in his business premises. These vested interests generally, and principally include movable and immovable fixtures, repairs or renovations of the premises, favourable location of the site and the goodname of the firm. All these may be summed up in one expression, the goodwill of the business establishment, although it is in some respect, different from what is generally understood by this term in Western countries. Owing to the existence of this *Pu-tai-shing-shou* practice is reduced the property to a rather helpless position. He collects a rent according to the rate of many years ago when his property was first let out, for whenever he asked for any increase the tenant would refuse him on the pretext that he had his interests heavily vested in the premises. It is certainly impossible for the property owner to take back his property. Under such circumstances the property owner loses his right, which he is entitled to, in getting a just and legitimate income from his lawfully owned property, which, on the other hand, the merchant, occupying the premises, enjoys the undue and unjust advantage of paying only a nominal rent. Seeing that the existence of such a practice hinders the progress of business in general, the Provincial Government two years ago, having previously consulted both the Canton Property Owners' Association, and the General Chamber of Commerce, promulgated a set of regulations requiring the merchants claiming a vested interest or *Pu-tai-shing-shou* in connection with his business premises to register at the Provincial Bureau of Finance with the value of each and every item clearly stated. This being done and the value of the *Pu-tai-shing-shou* in each and every case was thus settled.

PUTTING SHOT.

Recently the Canton Municipal authorities, realizing the scarcity of houses in the city and the prevalence of high rents far beyond the ability of the general populace, attempted to find a solution of the city's housing problem. They first tried persuading the property owners of the widened streets to improve their buildings, but the result was that the property owners, being bound hand and foot by the existence of the *Pu-tai-shing-shou* practice, were in a state of helplessness and without ability to make any improvement of the buildings. The merchants, who are occupying the premises, were then approached, but they refused to entertain the proposition of building improvement, saying that they were only tenants. Naturally they preferred to enjoy cheap rent perpetually instead of spending a big sum of money for the improvement of the buildings of which the landed properties did not belong to them. This peculiar relation between the property owner and the tenant creates a peculiar situation. The Municipal Government has already to accept the responsibility for the improvement of the buildings on both sides of the street. To meet this peculiar situation, the Municipality recently issued a set of regulations, approved by H.E. the Civil Governor, for the purpose of determining the responsibility of the property owners of the widened streets or *Ma-loo*, and the new regulation is only applicable to those properties involved in the *Pu-tai-shing-shou* practice. According to this regulation, the tenant, with the possession of *Pu-tai-shing-shou*, and having actually improved the premises to the extent of entire rebuilding, is given the option to buy the land property from its owner at the price assessed according to current land values, within a period of sixty days. In case the tenant fails to do so at the expiration of the prescribed period, the property owner will buy the *Pu-tai-shing-shou* interests from the tenant according to the value registered at the Provincial Bureau of Finance. In case both parties fail to comply with this arrangement, then the property including the *Pu-tai-shing-shou* interests will be disposed of by public auction and the proceeds of the sale will be divided between the property owner and the tenant accordingly. Now, in the other case where the tenant had made no improvement of the premises by rebuilding, the property owner will have the option to buy the *Pu-tai-shing-shou* interests from the tenant at the registered value within a period of sixty days. In case the property owner fails to do so at the expiration of the prescribed period, the tenant will buy the landed property from its owner at the price to be assessed according to current

(Continued at foot of next column).

CAUSEWAY BAY TENEMENTS.

LOCAL ARCHITECTS FINED.

Questions of moment to architects and the building trade generally were discussed before Mr. R. E. Lindsell at the Central Magistracy, yesterday, when Messrs. Palmer and Turner, architects, appeared as defendants in a summons charging them with divergence from the original plans submitted to the Building Authorities in respect of a row of tenement houses now being built at Causeway Bay to house the coolies employed at the China Super Refinery.

Mr. A. E. Wright, of the Public Works Department, disposed that these divergences consisted of having recesses built into the walls, whereas the plans submitted to the Department provided for walls with flush surfaces.

Cross-examined by Mr. L. G. Bird (a partner of Messrs. Messrs. Palmer and Turner), witness admitted that the alteration complained of had no effect on the sanitary or hygienic qualities of the buildings nor on their accommodation. The alterations, however, were extensive, and until further information was forthcoming he could not say that they had no material effects on the buildings.

EXTENSIVE ALTERATIONS.

Mr. Bird submitted that in the last 20 years—since he arrived in the Colony—the universal procedure adopted with regard to these minor alterations was for the Building Authority to send the plans back for correction on minor points. That was the only practical thing that could be done at all, as its adoption in the past had saved considerable delay. He pointed out that such large structures as the A.P.C. and other new buildings were full of alterations, and if a hard and fast rule was to be strictly adhered to in these cases, the buildings would never be completed at all. In other cases, when it was found that the site was not solid enough for the foundations, the work of digging deeper had to be followed up at the same time that the approval of the P.W.D. was being sought for these alterations. In the present case he submitted that these recesses were but minor alterations. They were common to Chinese tenements and had no material effect on the buildings at all. The practice adopted hitherto had been to mark alterations on the approved plans in red ink.

On Mr. Wright challenging Mr. Bird to produce a single case where he had sent back the plans for the purpose stated, Mr. Bird said that without reference to the records of any of the cases he had in mind he could not produce the necessary evidence to support his contention.

Mr. Henderidge, Acting Crown Solicitor, said the alterations complained of were of an extensive nature.

Mr. Wright said that these prosecutions had become necessary because people would not follow the requirements of the Ordinance. It was for the purpose of seeing that houses were built according to plans that had been endorsed by the Building Authority that a staff of building inspectors were engaged in the service of the Department.

Mr. Henderidge stated that the recesses had a depth of 4½ inches on each side, and reduced the thickness of the walls, which were 22 inches, by a matter of nine inches. This constituted a considerable proportion in the thickness of the walls—over 40 per cent. in fact.

Mr. Bird said that the reduction would have no effect on the stability of the walls as a whole.

His Worship considered that the offence was proved, but since the divergence complained of had no material effect, he imposed a nominal fine of \$20.

GRAVE CHARGE AGAINST INDIAN.

WOMAN ATTACKED WITH CHOPPER.

Chaint Din, a chauffeur, who was employed by Mr. John Arnold, is now in the hands of the police charged with cutting and maiming his Chinese wife, Tse Man, who now lies at the Government Civil Hospital in a serious condition from injuries which may necessitate the amputation of one leg.

It is alleged that after taking Mr. Arnold to his office on Tuesday morning, Chaint Din proceeding to the Government Civil Hospital, where the wife had been under treatment for an ailment for some days. He took her out in the car to Jubilee Road where it is stated that he attacked her with a chopper, inflicting wounds which almost severed both legs. Leaving her outside a matchless he went to the Central Police Station and gave himself up.

Detective Inspector Eames, yesterday told the Magistrate that the motive was jealousy.

The case was remanded.

land value. In case both parties fail to comply with the arrangement, then the property including the *Pu-tai-shing-shou* interests will be disposed of by public auction and the proceeds of the sale will be divided between the property owner and the tenant accordingly. By carrying out this plan the property with the vested interests of *Pu-tai-shing-shou* will come under one owner and all responsibilities and legal obligations concerning the property will be determined, and the complicated *Pu-tai-shing-shou* practice will thus be done away with.

THE ORDER CANCELLED.

The trouble has been ended by the Government cancelling the order.

THE DELICIOUS AROMA AND FLAVOUR OF LANE, CRAWFORD'S PURE COFFEE.

APPEALS TO THE MOST SEVERE CONNOISSEUR.

THE COFFEE IS FRESHLY ROASTED AND GROUND DAILY BY A PATENT ELECTRIC MACHINE RECENTLY INSTALLED TO ACCOMMODATE THE INCREASING DEMAND, ENTIRELY DUE TO THE UNDEVIATING QUALITY DURING PAST YEARS.

PRICE PER LB. TIN 95 CTS.

LANE, CRAWFORD, LTD.

TEL. 4567 (4 Lines).

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM

LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA RECORDS

"THE PARSON ADDRESSES HIS FLOCK"

(YES, I THINK SO)

By

VIVIAN FOSTER ("THE VICAR OF MIRTH")

No. 3218

ANDERSON'S.

Wm Powell Ltd
12, Des Voeux Road

JUST ARRIVED.

SMART MILLINERY EVENING GOWNS EVENING BAGS EVENING SCARVES HAIR BANDS

NEW ADVERTISEMENTS

THE CHINA LIGHT & POWER CO. (H.K.) LTD.
NOTICE.

WE beg to Notify Our Customers that on and after the 1st JUNE, Payment of Our Monthly Accounts may be made at Our New Branch Office (Kowloon Street), 22, RAFFLES ROAD.

BELEWAN, TOMES & CO.
General Managers.

THE HONGKONG CENTRAL ESTATE, LIMITED.

REDEMPTION OF DEBENTURES FOR \$1,500,000.

TAKE NOTICE that the Debentures of THE HONGKONG CENTRAL ESTATE, LIMITED, will be REDEEMED on the 30th MAY, 1924, and all Holders of Registered Debentures are hereby Requested to send their Debentures to the Head Office of The Hongkong and Shanghai Banking Corporation at Victoria, Hongkong, who will then issue to them new Debentures of the same amount and interest on or before the 1st JUNE, 1924. Dated this 28th day of May, 1924.

DRACONS,
Solicitors,
Hongkong.

8857

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 7th, and MONDAY, 9th JUNE, 1924, commencing at 3.30 P.M. Each Day. The First Race will be Run at 3 P.M.

The Charge for Admission to the Public Enclosure will be \$1.
Soldiers and Sailors in uniform, 10s. Privates, 5s. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LUMFORD & DAVIS at \$5 each up to FRIDAY, 6th JUNE.

The Stewards invite the Ladies of Hongkong to be present.

HUGO STINNES LINIES.

NOTICE TO CONSIGNEES.

THE Steamship

"HINDENBURG"

having arrived, Consignees of Cargo are hereby notified that their Goods are being loaded and placed at their risk in the Godowns at Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be landed, unless notice has been given prior to the arrival of the Goods. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on Wednesday, the 4th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 4th June, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before Wednesday, the 11th June, or they will not be received.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

BEUTLER, BROCKELMANN & CO.,
Agents.

Hongkong, 28th May, 1924. [826]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM "UNITED KINGDOM" AND STRAITS.

THE Steamship

"CARMARTHENSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th June, 1924, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 8th June, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will be affected by us in any case whatever.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 28th May, 1924. [829]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR MANILA, SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mail, will be despatched from this port at Noon on TUESDAY, the 3rd JUNE, taking Cargo for the above Ports.

Bill and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKENZIE, MACKENZIE & CO., Agents.

Hongkong, 28th May, 1924. [827]

NEW ADVERTISEMENTS

NOTICE.

ON and after the 1st JUNE, the Office of the ASIATIC PETROLEUM CO. (S.C.) LTD., will be in "ASIATIC BUILDING," QUEEN'S ROAD CENTRAL. [824]

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING OF MEMBERS will be held on SATURDAY, 7th JUNE, 1924, at 12.30 P.M. in the Jockey Club Rooms, HONGKONG CLUB ANNEX. [814]

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 427 for 500 shares Ewo ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO.
No. 23 Ice House Street.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the late Mr. C. E. WARREN, to Sell by Public Auction, on

on THURSDAY and FRIDAY,

the 29th and 30th MAY, 1924, commencing Each day at 2.30 P.M., at the

"TOWERS," 20, BROADWOOD ROAD,

A QUANTITY OF

VERY VALUABLE HOUSEHOLD FURNITURE,

Comprising—

M.T. Carved Blackwood Tables, M.T. Side

Tables and Stools, M.T. Stands, Chesterfield

Sofas and Arm-chairs, Standard Lamps,

Bronzes, Caskets, Rugs, Large Carpets, Large

Enamel Baths, Porcelain and Wash Basins,

Wardrobes, Linen and Single Iron Beds,

Cookery, Linen, Bookcases, Meat Safes,

Cupboards, Tins and Pots, Blankets,

Ornaments and General Household Sundries;

Also

1 Steinway Grand Piano, 1 "Acolian

Orchestral" Organ and Bells, and

about 500 Plants and Pots.

On view TUESDAY and WEDNESDAY

(27th and 28th May).

N.B.—"THE TOWERS" and No. 21,

BROADWOOD ROAD are for Sale Privately.

Terms—Cash on Delivery.

HUGHES & HUGHES, LTD.,

Auctioneers.

Hongkong, 28th May, 1924. [809]

NOTICE TO CONSIGNEES.

The Steamship "BOLTON CASTLE"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODD & CO., LTD., Agents.

Hongkong, 28th May, 1924. [815]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"YOSERIC"

having arrived, Consignees of Cargo by her are informed that all Goods are being loaded at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd June, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 9th June, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd June, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th May, 1924. [818]

TO-DAY TILL SUNDAY.

MARY PICKFORD

IN

"SUDS."

PELIX, THE HYPNOTIST.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

DEATHS.

FEARON.—On April 22nd, suddenly, in London, CHARLES HERBERT FEARON, late of Yokohama, second son of late CHARLES A. FEARON, Shanghai, aged 64.

SCUDLIER.—On April 23rd, at 3, Clifton Terrace, Southsea, AMBROSE JOHN SCUDLIER, late H.B.M. (China) Consul Service.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, May 27th, 1924.

TRADE EXHIBITION PROPOSALS IN THE FAR EAST.

To-day, we believe, a meeting of commercial interests at Shanghai is being held to discuss a proposal put forward by Mr. G. A. BESA, an Italian merchant of that port, for holding a World Exhibition at Shanghai. We cannot anticipate the decision of the meeting on the project. It has been received in some quarters with enthusiastic support and in others with comment by no means encouraging. Great exhibitions are costly enterprises, and we shall be interested to know what financial backing a World Exhibition at Shanghai would receive. We very much doubt whether adequate financial support would be forthcoming for a scheme of the magnitude contemplated. We see that "a complete set of the records of the St. Louis Exposition" has been offered to the promoter for his guidance in this matter. Before attempting in China enterprises on this costly scale, we should think it would be advisable to consider it in the light of what information may be gained from the less magnificent projects which are still, we believe, in contemplation in the Far East. The Government of Macao last year was inviting the co-operation of the Hongkong Government and the Chambers of Commerce in this Colony in a "Grand Fair" at Macao where "the products of all nations trading in this part of China" were to be represented. The Committee of the Chamber of Commerce hoped that "this admirable project would receive strong support from Hongkong."

We are not acquainted with the measure of practical support the project received, but less than a month before the date fixed for the Grand Fair, the President of the Economic Bureau at Macao wrote that the damage caused by the typhoon in August, and the consequent disagreeable aspect of the town, the enormous cost of repairs in material and indemnities of those who perished, the urgent necessity of availing of all its personnel and technical bodies in an immediate restoration of everything to normality, and specially to reconstruct the houses for the accommodation of homeless and shelterless families, had forced the Government of Macao to postpone the Fair to October 1924. Since then we have heard nothing of the project though it is still cherished. Then there is the project for a British-Chinese Trades Exhibition, which it was proposed to hold this year, in Hongkong, but the postponement of the British Empire Exhibition to 1924, and "the unsettled condition of affairs locally" necessitated the alteration of the Hongkong date to 1925. The General Chamber of Commerce was informed in January last year that the outline scheme had been approved by the Colonial Government. The Exhibition is being organised under the auspices of the Publicity Committee for South China, of which the Hon. Mr. C. MONTAGUE EBE is the Chairman and Captain A. McCARTHER the manager. When the scheme has been fully developed and approved, wide publicity is to be given to it in ample time to allow full participation in the Exhibition. Trade in South China is certainly badly in need of some stimulus. The primary need, of course, is peace and settled conditions in the neighbouring provinces. At the present time the godowns in Hongkong are full of merchandise that cannot be moved into the interior of China owing to the insecurity of transport and the disturbed state of the country. No one doubts the great trade value of such Exhibitions, given normal conditions in a country, but while China remains in such a deplorable state of disturbance as she is at present—especially in the province of Kwangtung, which is Hongkong's principal market—the wisdom of incurring the great expense of an Exhibition must be, to say the least, doubtful.

The Hongkong Jockey Club's fourth extra race meeting at Happy Valley is announced for Saturday, June 7th, and Monday, June 9th.

The Canton Government is stated to have spent \$50,000 on repairing two gunboats, which are to be put on patrol duty—one on the West River, and the other on the East River.

General Li Lieh-chun, Chief of Staff to the Generalissimo, is reported in the Canton papers to have presented a petition to Dr. Sun Yat-sen for leave of absence for two months.

A barber in Canton is quoted in a Canton contemporary as saying: "My income is now four times as large as it was two years ago, and yet I am in a much worse financial position." It is explained that the man prefers to earn less and spend less.

When Mr. H. H. Taylor appeared before Mr. R. E. Lindsell, at the Central Magistracy yesterday, on a charge of assaulting one of his clerks at Messrs. Shewan, Tomes & Company's offices, the complainant, Mr. Louis Chan, asked permission of his Worship to withdraw the summons, which was withdrawn accordingly.

The Civil Government of Kwangtung is again vacant, Mr. Yang Shui-kam having resigned. He left Canton on Monday for Hongkong, with the intention of proceeding to Shanghai. It is expected that Mr. C. C. Wu will be his successor, though several other names are mentioned in connection with vacancy.

The Directors of the Peak Tramway Co. have declined to accede to the request embodied in a petition from 84 residents of the May Road district for a reduction in the new charge for monthly train tickets to May Road. The new tariff makes it the same to May Road as to the top station, namely, \$3 a month. Reference was made to the matter at the annual meeting of shareholders yesterday, May Road users of the car, we understand, intend appealing to the Government.

MR. DAVID WOOD RETIRES. OVER 33 YEARS' GOVERNMENT SERVICE.

Mr. David Wood, Superintendent of Accounts and Stores, Public Works Department, is proceeding Home on pension, on Saturday next by the s.s. *Kiwa*, after over 33 years' service with the Hongkong Government.

Evidence of the esteem in which he is held, we shown at the Public Works Department, yesterday afternoon, when practically all the senior members of the European staff of the Department gathered in one of the larger rooms of the Department to bid him an official farewell.

At this gathering the Hon. Director of Public Works presented Mr. Wood with a handsome smoker's outfit in silver, bearing the following inscription: "Presented to Mr. David Wood, on his retirement, by some of his P.W.D. friends."

The Hon. Mr. H. T. CREASY, in making the presentation, said: "Mr. David Wood, we have asked you to meet us here this afternoon in order that we may bid you an official farewell and to ask you to accept this small present as a memento of our best wishes on your well-earned retirement. We hope that it will serve as a reminder of our good wishes for many years to come."

Referring to the records of service contained in the Civil Service List, which he described as the "Birthday Book," Mr. Creasy observed that Mr. Wood, was short, by one year, of attaining the age of three score years, and of that 33 years represented service with the Department. When Mr. Wood first commenced service the expenditure of the Department amounted to \$70,000. Compared with this latest Administration the reports of the Department showed the expenditure to be over \$7,000,000, or nearly ten times as much.

UNDER SIX DIRECTORS.

Mr. Wood, he continued, commenced service with the Department in the year 1891 as Chief Accountant, and he saw that soon afterwards he was appointed Secretary of the Commission appointed to enquire into the problem of housing Chinese. From 1900 to 1903 he acted as Hon. Secretary to the Queen Victoria Diamond Jubilee Commemorative Committee and after that, for some considerable time, he was Acting Assessor of Rates.

The Hon. Mr. Creasy, said that he himself had not been very long in the Colony, but from the records he noticed that Mr. Wood had served under six Directors of the Department, viz.: Mr. Brown, Mr. Cooper, Mr. Armsby, Mr. Chatham, Mr. Perkins and himself.

"I think you will all join with me," he continued, "in wishing Mr. Wood a very long enjoyment of his well-earned pension, and perhaps, if we are spared, we may have the pleasure of meeting him at Home, and if Mr. Wood does not make himself we shall know where we can go for a smoke.—(Laughter and Applause.)"

Mr. Wood suitably thanked the company for the compliment paid to him.

Mr. Wood was also the recipient of a handsome present from the staff of the Accounts and Stores Department in the form of the Goddess "Queen of Heaven" presented with a framed photograph of the members of the Department. The presentation was made by the Chief Clerk of the branch (Mr. Chang Cheuk Hin).

It may be added that outside the official duties referred to by the Director of Public Works, Mr. David Wood was at one time a very energetic Hon. Secretary of the Hongkong St. Andrew's Society.

WEDDING.

HEWER—ETHERIDGE.

Although the morning had been rainy, and the sky overcast, the sun came out in the afternoon and smiled radiantly upon a quiet but very pretty wedding which was celebrated at the Peak Church yesterday, when Mr. Sydney Hubert Hewer was married to Miss Ivy Ruth Etheridge Etheridge. The bride is the daughter of Mr. and Mrs. Etheridge, of Dulwich, South London.

The service was conducted by the Rev. V. H. Copley Moyle.

The bride, who wore a very pretty dress of white georgette with frills of Malines lace, a veil of illusion net, and a wreath of orange blossom, carried a bouquet of carnations and tea roses. She was given away by Mr. R. E. O. Bird, M.A., Headmaster of the Ellis Ashmole School.

Mr. S. C. Cutting officiated as best man. Mrs. Hecce, in lemon georgette, with a bouquet of yellow chrysanthemums, was Maid of Honour, and Miss A. E. Hendry, in a dress of power blue georgette with bouffant, and carrying a bouquet of larkspur, was a pretty bridesmaid.

After the ceremony, a reception was held at No. 2, Stewart Terrace, The Peak, which was attended by a number of friends. Subsequently the couple left for Repulse Bay where the honeymoon is to be spent. The bride's going-away costume was of reneba georgette, headed in self-colour with a hat to match.

CORRESPONDENCE.

THE S.P.C.A. BILL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I think that others besides the Officers' and Engineers' Guilds should consider the proposed Bill for the prevention of cruelty to animals.

I suggest that at least portions of it should be published in the local Press so that people concerned, which is every body, can see what it means. [?]

Cruelty to animals can now be adequately punished, and no reasonable man has any doubt about cruelty when he meets it.

The new cruelty will be different.

The new Bill extends the law so that it will be an offence punishable by arrest and imprisonment to cause by any act or omission unnecessary pain and suffering to any animal.

Now it is entirely a matter of individual opinion what is unnecessary pain or suffering to an animal. So that a man may be sent to jail for 6 months for doing something that he thinks does not cause unnecessary pain, or for more want of thought. Yet he will be acquitted if he can show that he thought he had a claim to the stolen article, or that he took it unintentionally. The Bill goes on to give a number of examples of punishable acts. Among others for which a man may be treated as a felon are:—Carrying two cats in one basket, carrying a fowl by the legs, tying the wings of a pigeon, sitting upon a crate of fowls. The maximum penalty is a fine of \$250 and 6 months' imprisonment.

Any Inspector of the Society (which includes an Assistant Inspector) may arrest any one who has committed an offence within his view, or if he has not seen the offence, he can arrest on the complaint of some one who has. In the absence of an Inspector any one can arrest an offender. An arrest in practice nearly always means at least one night in the cells.

This puts the carrying of two cats in one basket on the level of felony.

An Inspector may on suspicion enter and search any place (which means any body's house) and board and search any ship. A policeman has to get a warrant to search for stolen goods.

Will the Society's Inspectors always be fit for these serious responsibilities?

Real cruelty is amply provided for by the existing law; the new Bill will create a multitude of minor offences, and will give far too much power to be a detailed examination of the Bill but is merely intended to call public attention to it.

Your readers should make an examination for themselves. And I think that if they do they will come to the conclusion that this Bill is an attempt to teach kindness to animals by putting human beings in jail, and as such should be squashed. I enclose my card.—Yours faithfully, A. B.

Hongkong, May 28th, 1924.

P.S.—The clause to which the Guilds objected has been left out, but the fact that such a preposterous clause was ever in, shows what fanaticism is at the back of this measure.

[A summary of the provisions, occupying about three quarters of a column appeared in the *Hongkong Daily Press* of Monday, May 19th.—Ed.]

THE ARMADILLO IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Motoring back from Repulse Bay on Tuesday night, we ran over a creature which on examination proved a very close resemblance to an armadillo.

I wonder if you or any of your readers could say what species it is that is found on the island and how frequently it is met with.

The Chinese regard them as good "chow" and our chauffeur took it back with him.—Yours faithfully, INTERESTED.

May 28th, 1924.

[We recollect that one was killed some years ago on the Peak tram-line. Possibly someone among our readers may be able to supply the information our correspondent seeks.—Ed.]

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
FRENCH POLITICS.
M. POINCARÉ'S FUTURE.

PARIS, May 20th.
A problem of the first magnitude which is transcending in importance the question of the personnel of the new Ministry itself, is the fate of M. Millerand, whose resignation is demanded by the Left parties, who urge that the President's abdication should be forced by the refusal of any Left leader to accept the premiership at his hands; while the Right and Centre are equally insistent that the President's constitutional duty is to remain at his post.
Meanwhile the last is by no means heard of M. Poincaré whose recent speeches are in the nature of a flying call to his supporters to close their ranks and form an opposition phalanx which he intends to lead.

EARLIER CABLES.
THE ANGLO-SOVIET CONFERENCE.
RESUME OF PROCEEDINGS.

LONDON, May 20th.
A divergence of views as regards the satisfaction of claims against Russia is revealed in a *communiqué* relating to the proceedings at the Anglo-Soviet Conference.

The British delegation declared the inacceptability of a statement made by the Soviet delegates at a meeting on May 20th to the effect that Russia could not undertake to pay her pre-war debts in full with back interest. The British mission at the same time disclaimed any desire to be unreasonable. They did not propose that the debts be paid fully and immediately.

The Soviet, emphasising the crippled state of Russia's finances, pointed out her great efforts in the late war and subsequent trials, including famine. Respecting money claims by private persons, they suggested that both Governments determine a lump sum for settlement of same, and that simultaneously article ten of the trade agreement of 1921 be repealed and the property rights of the Soviet in Russia enter into force.

The Soviet delegation further proposed a postponement of the question of claims arising from nationalisation of private property, in view of the belief that the negotiations proceeding with the former owners as regards granting them concessions will materialise satisfactorily.

The British delegation said that although progress had been made towards a settlement of various questions, it could not be ignored that there were still rather wide differences of opinion on the subject of pre-war debts and property claims. They would present counter-proposals to the Soviet for incorporation as articles in the proposed treaty. It was insisted that the British Government is not adopting an uncompromising attitude, and is anxious to concede reasonable modifications. The Government still entertained the goodwill towards the Soviet union which it had expressed on its assumption of power by an act of recognition. The Soviet must remember that the British Government is not in a position to carry through any extravagant measures, and believed the Soviet would consult its own interests in endeavouring to meet the British views.

The Soviet delegates deprecated the pessimism with which it had been attempted to surround the Conference in some quarters, and insisted on Russia's inability to accept burdens incompatible with her resources.

TROTSKY IN SUBDUED MOOD.

MOSCOW, May 20th.
M. Trotsky in a subdued speech at the Communist Party Conference affirmed his solidarity with the rest of the party, saying he regarded himself as a private soldier, and discipline was necessary in the stand against their enemies. His former attitude was dictated by the bureaucracy's threat to enter the Communist party and separate it from the workers.
Mr. Ulanoff fiercely attacked Trotsky, and said he considered him as a private but a commander. He declared they looked to him for leadership, and would not have confidence in him if he only brought confusion to their ranks.
The conference unanimously passed a resolution approving of the policy of the central committee.

DEATH SENTENCES SUSPENDED.

The Central Executive of the Soviet has telegraphed to Leningrad ordering the suspension of the death sentences passed on seventeen judges on May 23th.

PAYMENT OF DEBTS AN IMPOSSIBILITY.

M. Zinoviev declared that the payment of debts was an impossibility. Referring to the recent agitation within the party, he said iron solidarity was a thousand times more urgently needed, while freedom in grouping was inadmissible.

THE BRITISH BUDGET.
CHANCELLOR LOOKS FORWARD.

LONDON, May 20th.
The House of Commons agreed to the second reading of the Finance Bill without a division.

Mr. Snowden, replying to the debate, stated that he thought they would be able next year, by further economies, to finance the Government's social reform programme without at any rate a heavy increase in taxation.

He believed the present Budget provided a sound economic basis on which next year the Government would be able to build an even more satisfactory structure. (Ministerial cheers.)

ITALIAN-BRITISH TIES.
PATHS OF PROGRESS AND CIVILISATION.

LONDON, May 20th.
The Italian sovereigns, with the Prince of Piedmont and Prince Fafalda, had an enthusiastic welcome to the City to-day, when they were presented with a golden casket at a luncheon in the Guildhall, where there was a brilliant scent. Those present comprised twelve members of the British Royal family, the Premier, Cabinet Ministers, distinguished soldiers and sailors and other prominent persons, including the Maharajah of Kapurthala.

The banquet hall was profusely decorated with pink roses and the British and Italian flags.

Replying to the Lord Mayor's toast, King Victor Emmanuel expressed his warm thanks, specially to the Prince of Wales, for attending the ceremony. He declared the Italians would warmly appreciate the Lord Mayor's tribute to Italian co-operation in the war. Italy earnestly desired to proceed, united to the noble British nation, along the paths of progress and civilisation.

THE "DEATH RAY" INVENTION.
FURTHER COMPLICATIONS.

LONDON, May 20th.
As the aeroplane taking Mr. Grindell Matthews to France was departing, a solicitor and one of the parties to an action in the High Court dashed up to Croydon aerodrome in a motor-car, just too late to inform Mr. Matthews of an interim injunction which Mr. Justice Greer granted an hour previously, preventing Mr. Matthews from selling or contracting to sell his invention without the consent of three parties who claim that they are entitled to fifty-two per cent. of the ownership of the invention.
Failing an undertaking from the French company, which is negotiating to purchase the invention, to await the result of these proceedings, action will be taken in the French courts to protect the invention.
No new or revised offer has been made by the British Government to Mr. Matthews. An official of the Air Ministry stated that numerous inventors are making claims to having discovered similar rays.

OFFICIAL STATEMENT.

LONDON, May 20th.
The Air Ministry, in a statement, says it had offered Mr. Grindell Matthews a number of opportunities since last February to give a demonstration of his apparatus, but Mr. Matthews made no arrangements until he interviewed the Air Vice Marshal, Sir John Salmond, on Saturday. The demonstration actually proposed by the inventor was shown yesterday and it consisted of the lighting of an electric lamp and the stopping of a small motor-cycle engine by the ray from a distance of fifty yards. The inventor provided and arranged all the apparatus.

The statement says representatives were shown nothing to bear out the Press statements regarding the possibilities of the invention, and it was impossible to form any definite opinion regarding the value of the device. Mr. Matthews was accordingly offered an immediate opportunity to demonstrate the stopping of a small petrol motor provided by the Government. He was not asked to disclose any information regarding the rays and he was to be paid \$10,000 immediately if the test were successful, the only condition being that he would allow the Government a fortnight to consider the basis of further financial negotiations for the purchase and development of the invention. The statement concludes that Mr. Matthews refused the offer.
Mr. Matthews agreed form cabinet.

FRENCH AEROPLANES FOR TURKEY.

CONSTANTINOPLE, May 20th.
The Turkish Council of Ministers has sanctioned the purchase of sixteen Breguet aeroplanes from France.

REICHSTAG IN UPROAR.
PRESIDENT WALKS OUT.

BERLIN, May 20th.
RIVAL SING-SONGS.

Entrance to the Reichstag was only possible by permit when it reassembled to-day, but this did not prevent tumultuous scenes within.

Fifty Communist Deputies created a pandemonium, clamouring for the release of their gaoled colleagues. When they quietened down the roll-call was taken, but the din broke out again when General Ludendorff's name was reached. The General's supporters responded with cheers and shook their fists at their opponents, while the General himself, who evidently expected the onslaught, merely leaned back in his seat and smiled at the Communists.

At the conclusion of the roll call, the Communists submitted a motion demanding the release of the prisoners in the course of which they broke out with the "Internationale," to which the other parties responded with "Deutschland Über Alles." The noise was so great that the President of the Reichstag put on his hat and walked out.

THE WORLD'S SPORT.
HOME CRICKET.

LONDON, May 20th.
On the resumption of the M.C.C. v. South Africa match at Lord's, the South Africans completed their first innings with 192, Commaile compiling 38, not out.
The M.C.C. scored 101 for 4, and declared. Russell knocked up 45 and Hazen a similar figure, Hendren contributing 44 not out.
The visitors compiled 90 for the loss of one wicket. Taylor being 50, not out, and the match was drawn.

COUNTY MATCHES.
Surrey beat Glamorgan at Swansea by 299 runs. For Surrey Shepherd compiled 88 and 106, and Jennings took 5 for 17 and 3 for 22.

Leicestershire at Chesterfield beat Derbyshire by an innings and 66 runs. Derbyshire scored 116, Parkin taking 69, and in the second innings scored 40, Parkin taking 5 for 6 and R. Tyldesley 5 for 50. Leicestershire scored 157.

Leicestershire at Leicester defeated Hampshire by four wickets.
Sussex at Ilford beat Essex by three wickets. For Sussex Tate in the first innings took 5 for 45.
Worcestershire drew with Warwickshire at Birmingham. Warwick leading on the first innings. Warwick in their first knock scored 84, Root taking 7 for 33, and in the second 254 for 8, when they declared. Worcester scored 165, and 48 for 8.

Kent and Somerset at Blackheath tied on the first innings.
Somerset scored 188 and 188 for 9, and declared. Kent scored 188, and 12 for 0. They receive two-points each.

BRITISH AMATEUR GOLF CHAMPIONSHIP.

LONDON, May 20th.
The weather for the amateur golf championship at St. Andrew's was glorious. Features of the contest were Roger Wethered's brilliance in defeating the former Oxonian, D. Cox, by 7 and 6, and the splendid fight by the school-boy champion, Mathieson, against the Cambridge captain and English international, Storey, the latter winning by 2 and 1. Kellayton beat Hilton, 6 and 6, depriving the latter of the distinction of winning his hundredth amateur championship match. Tolley beat the Bradfordian, Clough, 4 and 2. Braid beat Bell, only American competitor, from Honolulu, named Brown, beat the Liverpool man, Graham, 2 and 1, in the first round. The others were all second round matches.

OLYMPIC FOOTBALL.

PARIS, May 20th.
Holland beat Rumania by six goals to nil in the Olympic association football match.
Italy beat Spain by one goal to nil.

EARLIER CABLES.
[REUTER'S AMERICAN SERVICE.]
HEAVY STORMS IN U.S.

23 KILLED, 70 INJURED.

JACKSON (Mississippi), May 20th.
A series of heavy storms has swept over sections of Southern Mississippi, and hitherto-eleven persons have been killed and 24 injured. Serious damage has been done.

Reports from the Mississippi and neighbouring States show that the storms which swept over the country severely damaged seven towns and villages. Two families have been wiped out while their "nest" in their homes, which were demolished. It is estimated that 25 persons have been killed and 70 injured.

FAIR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]
JAPAN AND EMIGRATION.
VIEWS ON THE U.S. BILL.

TOKYO, May 20th.
The President's signature to the Immigration Bill has again evoked a storm of criticism not only against America but against all Governments in regard to an alleged diplomatic failure.
Though the signature was generally considered inevitable, in view of America's domestic and political situation, the news that it was done was received with the deepest disappointment.

The Jiji voice its alarm as to possible grave consequences unless prudence and decency characterise the efforts of both nations.
Other papers on the contrary, declare that the lodging of protests is a sheer act of time.

Thus the *Nichi Nichi*, while appreciating President Coolidge's efforts for Japan asserts that there is no use in resorting to argument. The time has come for Japan to do something and act with the firmest resolution of she thinks she has any honour to protect.

The *Yamato*, in a more bellicose view, declares that the inevitable impression in Japan must be that America has no regard for others' feelings, seeing she could have reached the same ends without hurting anyone. Japan was never faced into a more serious crisis in her history.

OFFICIAL PROTEST.

TOKYO, May 20th.
The Japanese Government has deeply regretted the enactment of the exclusion provision in the Immigration Law, which has been passed despite its request and earnest representations since the introduction of the Bill in the House in December last.

Despite the vigorous and repeated endeavours of the President and Senator Hughes to prevent the inclusion of any discriminatory provision, says a Matsui official statement, "the Japanese Government remains unshaken in their opposition to discriminatory legislation against the Japanese, and have instructed their Ambassador at Washington to lodge a solemn protest with the American Government."

[BY COURTESY OF THE "DAILY BULLETIN."]

LABOUR TROUBLES AT OSAKA.
GLUT OF STRIKES.

OSAKA, May 20th.
Recently there have been many labour troubles here, as, for instance, the strike of over 300 gas workers, which seriously interfered with the supply of fuel for households and works.
Over 100 conductors and motor-men on the suburban tramway also struck work, and the operatives in a large spinning mill ceased work.

Other strikes included over 1,000 workers of the Osaka Iron Works, and 1,500 workers in a Miki coal mine.
These strikes are regarded as a counter-offensive by labour against a possible reduction of wages and other unfavourable measures.

TENNIS.
THE STRAITS CHAMPIONSHIP.

D. H. Kleinman, holder of the S.O.C. tennis championship, retained it when he met B. N. Hamilton in the final of this year's tournament, last week winning 6-3, 6-2.

CINEMA NOTES.

For the last time to-night Hongkong cinema-goers will have an opportunity of seeing "The Face in The Dark" starring Mae Marsh, who made such a hit in "Birth of a Nation" in "Intolerance."

"The Face in The Dark" is the current feature at the Queen's Theatre where it has been delighting audiences with its cleverly presented melodrama-detective story, and frequent revelation of how a gang or bank robbers work.

A LOVE TRAGEDY.
SUICIDE OF A FORMER HONG KONG MAN.

A tragic story of love and a broken heart was told at the inquest at Leigh (Essex) on John Briskow Burtonwood, aged forty, an electrical engineer, of Junction-road, Holloway, who was found killed on the railway at Leigh. It was stated that Burtonwood, who recently returned from Hongkong, wished to become engaged to a Miss Mabel R. Purser, of Fittlewell, but her parents objected. A letter addressed to the lady, which was found on the body, read: "My dear Gladys—The harder I try to forget the worse it becomes. My heart is broken, and my nerves awful. My head is fearful, and I cannot sleep. Goodbye." Miss Purser's father, at the inquest, said he had objected to the engagement, and on Burtonwood's return from Hongkong witness went to Tilbury Docks to give him his decision. Verdict: "Suicide during temporary insanity."

OBITUARY.
LADY ALABASTER.

In chronicling the death at Boscombe, Bournemouth, on April 23rd, of Lady Alabaster, widow of the late Sir Chaloner Alabaster, a London paper says: "The late Lady Alabaster will be remembered by the older generation of Chinese hands. She was before her marriage Laura Macgowan, daughter of Dr. Macgowan, the well-known Amoy missionary. Popular at whatever port her husband was stationed, she will be deeply regretted by many of her old friends."

MR. J. A. SUNDIUS.

The death occurred at Southsea on April 23rd, of Mr. Ambrose John Sundius. Born on December 2nd, 1864, he was appointed a student interpreter in China in 1886. He became Acting Vice-Consul at Pagoda Island in 1891, and was promoted second-class assistant in June two years later, becoming Acting Consul at Tainan in the same year. In 1897 he was promoted to be first-class assistant, having taken up duties as Acting Consul at Hangchow a year earlier. Thereafter he was Acting Vice-Consul at Chemo, Korea, from 1899 to 1909, and from thence to 1900 Acting Consul at Chefoo. He did not proceed to an appointment as Consul at Yochow, but was transferred to Nanjing in July, 1901, to Wuhu in March, 1903, and to Amoy in September, 1905. He received the Coronation Medal in 1911, and retired on pension two years later after his many years activity in China.

SEIZURE OF ARMS.
MINIATURE ARSENAL FOUND IN KOWLOON GODOWNS.

Ninety-five automatics and 500 Luger pistols, together with 50,000 rounds of ammunition fell into the hands of Revenue officers in the Hongkong and Kowloon Godowns on Monday morning. The arms and ammunition were packed in fourteen cases in the No. 28 godown. They had been unloaded from the O.S.K. steamer *Amur Meru* which arrived in port on Saturday from Bremen and Hamburg via Suez. All the arms were of German manufacture and were consigned to Hongkong.

LANDLORD FINED.
TENANTS' RIGHTS UPHOLD.

The landlord of Nos. 1-7, Lok Hing Lane, was summoned at the Central Magistracy, yesterday, for attempting to evict the tenants.
Mr. Neville, of the Public Works Department, stated that though the landlord had a permit to carry out only certain minor alterations to the roofs and window frames, he had proceeded to have bamboo scaffoldings and masting erected across the entire front of these houses, ostensibly to pull down the front walls. It was a deliberate attempt to eject the tenants.
Defendant was fine \$100.

CHINESE BOY'S DEATH.

Mr. R. E. Lipsell, sitting at the Central Magistracy, yesterday, held an inquiry into the circumstances attending the death of a fourteen-year-old Chinese boy named Leung Chiu Tin, who was knocked down and killed by a commercial motor-lorry in Queen's Road Central on May 3rd. Crown Sergeant Alexander was in charge of the case for the police.

Dr. Minnett gave details of the post-mortem examination held by him, and after a number of Chinese had given other evidence, the enquiry was adjourned until next Wednesday afternoon.

WARNING TO OWNERS OF PROPERTY.
MAGISTRATE'S STRONG COMMENT.

At the Kowloon Magistracy yesterday morning, Mr. E. W. Hamilton was mainly engaged with cases of infraction of P.W.D. and Sanitary Department regulations.

His Worship commented on the fact that changes of ownership of property should be registered. Strong action should be taken in this matter, as it was only wasting the time of Magistrates and the public service not to do so. These remarks were made during the hearing of a summons against the owner of certain property for not having conformed with the P.W.D. regulations.

LOST ATLANTIS.
THE LEGEND OF A GREAT SUNKEN CONTINENT.

In the *Statesman* recently appeared a theory of Egyptian Tombs in England, based upon the structure of the Long Barrow at West Kennet in Wiltshire. What people they may have been who constructed the numerous barrows and tumuli found, not only in England, but throughout Europe, who erected Stonehenge and other similar monuments whose origin is lost in the mists of antiquity, has long been a matter of conjecture, says our Calcutta contemporary. Some have thought that they may be the remains of a civilization which existed remote ages ago, and that the Britons of whom Caesar wrote were their degenerate descendants. The Britons of Caesar's time were not wholly barbarians. Their priests, the Druids, certainly possessed some culture. They had a written language and a literature; they believed in the immortality of the soul; they were learned in astrology, and to a certain extent in natural science, of a kind. They used Stonehenge as a centre for their religious rites, but that the Britons themselves erected it is unlikely. The Britons held the legend of a past greatness, the story of King Arthur being based upon it; and they looked for Arthur's return in company with The Flood-King of the Deluge from the Iny-Avalon, the island of the mystic apple tree. It is significant that the mistletoe, attached to the apple tree, was their sacred plant. They looked westward for this return, as the mystic island was somewhere out there in the Atlantic. There are those who are not at all disposed to dismiss as impossible the legend of Atlantis, the island-continent which is supposed to have covered a great part of the Atlantic Ocean, and to have subsided suddenly as the result of a volcanic cataclysm.

THE EARLIEST RECORD.

The earliest record (if we except the Trojan MS. which will be presently referred to) is the description by Plato in the *Timæus* and the *Kritias*, where it is stated that Solon (died 495 B.C.) was told of it by the Egyptian priests, "how it disappeared some 9,000 years previously, and of its being the origin of their own race and civilization. When Solon expressed incredulity, the priests replied that the Athenians had a history of antiquity and no antiquity of history, an observation which applies very well to our own times. The Druids had a somewhat similar legend, and the figure of the Flood-King in connection with it is worthy of note."

Dr. Le Plongeon, in the course of archaeological research in Yucatan, discovered many remains strongly resembling those on ancient Egypt, of which the Mystery Pyramid referred to in the same issue of the *Statesman* is an example. There are scattered all over Mexico ruins of such colossal size as to suggest the existence of a prior, and far greater, civilization than that of the Aztecs, whom Cortez conquered. Unfortunately the records of the Aztecs were systematically destroyed by the Spanish priests, who regarded them as the works of "the devil." Had they been preserved, there is no doubt that they would have thrown light on a fascinating problem. Dr. Le Plongeon, however, discovered one, the *Troano MS.*, which contains a remarkable account of an island-continent, such as Atlantis, of its disappearance and of a deluge which followed.

The possible existence of a great island in the Atlantic is not considered altogether improbable by geologists, from the data supplied by the survey of H.M.S. *Challenger* and by subsequent observations. Should this theory ever be established by more definite evidence, it would provide solutions to many obscure problems of zoology, ethnology, archaeology, the origins of language and perhaps of the human race itself.

CITY OF GOLDEN GATES.
The legend of Atlantis is that hundreds of thousands of years ago (we are told unconsciously, translated by that absurd chronology of 9004 B.C.) there was an island-continent covering a great part of the Atlantic, from which indeed, "this ocean derives its name." It was divided from Europe by wide stretches of sea. It is said that its people attained to a high state of civilization, and they established colonies on all of the other continents. Its capital was of unexampled size and splendour and was called the City of the Golden Gates.

They grew the trees which bore the golden apples of Hesperia. Four rivers flowed in opposite directions from a central mountain, and they were connected by a circular canal, the circumference of which enclosed many islands. Many wonderful things were done there, as, for example, that their skill in biology produced the honey-bee from certain flies, though the wasp was the regrettable result of a previous experiment that miscarried; they evolved wheat from the seeds of certain grasses and potatoes and the seedless banana. They had astonishing scientific knowledge in other directions at which we today are only just beginning to arrive. But, unfortunately, they like ourselves, applied this knowledge to the ends of mutual destruction. They were divided into kingdoms, the principal of which had the Golden City as its centre, and they were always at war. As they grew in knowledge, so did they grow in intensity, until "the gods" lost patience with them. After several preliminary warnings, which were disregarded as such warnings always are, it was decided to make an end of them. The human race in other parts of the world was less corrupt and showed promise of better things.

Thus "the gods" determined to expunge the Atlanteans, and the last remnant of their island forthwith subsided. One result of this was the draining of the great inland sea which is now the Sahara Desert; and another that its sands eventually smothered the wide fertile tracts of Egypt and brought about the decline and final disappearance of its ancient civilization.

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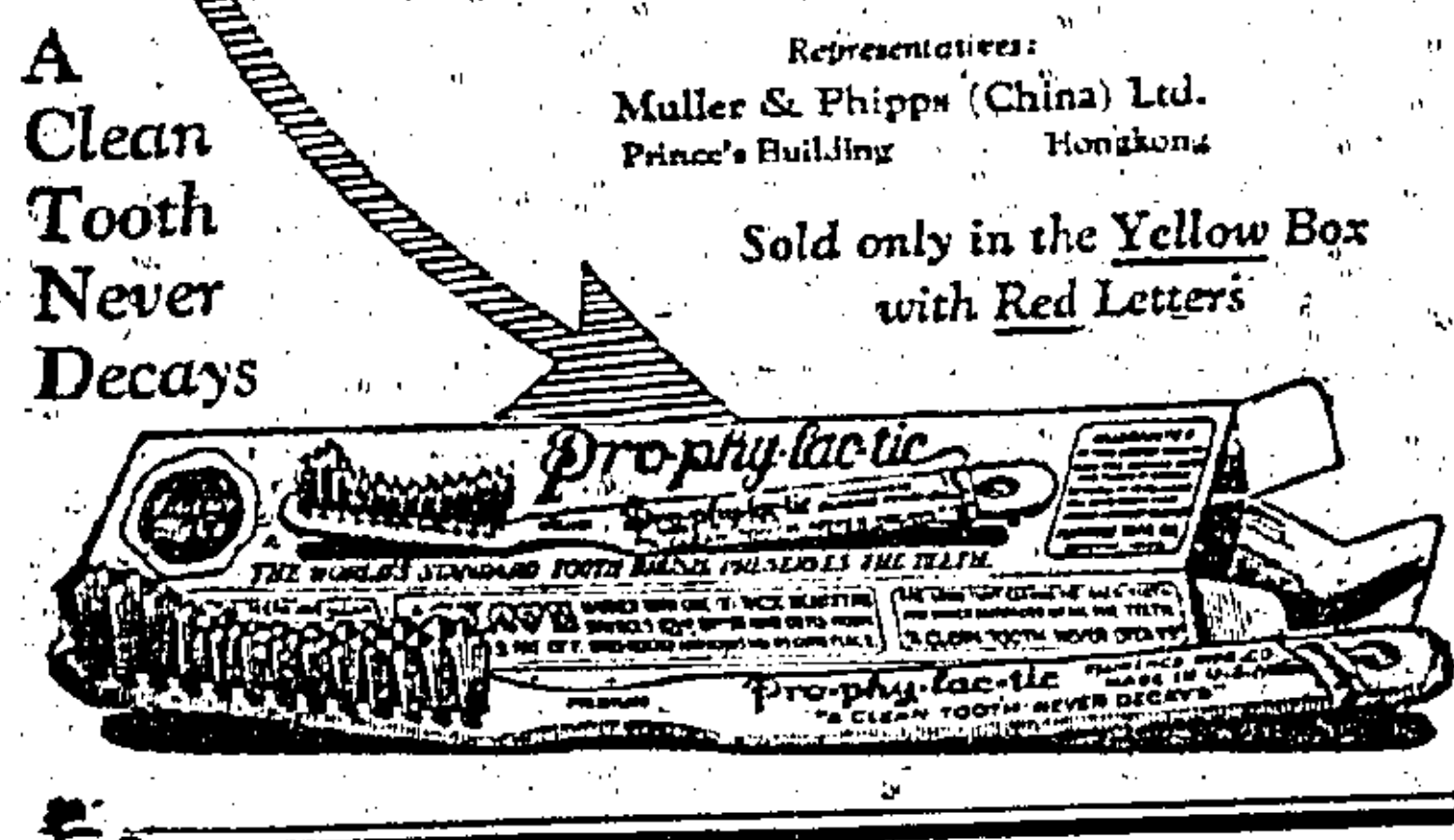
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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

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Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

SECRET KEPT BY NATURE. WHY SOME ARE PORTLY AND SOME STAY LEAN.

There is a ray of hope for the very fat and the very thin. It is just possible that the secret of why, on the same diet, some people should put on flesh and others lose it may soon be discovered.

"We are still in rather deep water," said Dr. C. W. Saleeby in an interview, "but it is probably largely a question of the behaviour of what are called our ductless glands."

"These glands control the use that is made of our foodstuffs, and we shall learn much more about the lean, the fat, the florid, and so on, when we learn more about what is technically called the endocrine balance. This is the balance of the secretions from our ductless glands."

AN ANCIENT RULE.

Dr. Saleeby was commenting on a Greek rule of dietary quoted by the secretary of the National Hospital, Queen Square, that:

"Thin people should take little food and it should be fat. Fat people should take much food and it should be lean."

The rule in no way agrees with our modern knowledge of dietetics," Dr. Saleeby said.

There are innumerable types of lean and of stout people, and all are affected in different ways. For instance, it would go monstrous, for instance, to suggest that a consumptive with a delicate digestion should eat nothing but fat.

"We know, too, that there is an animal called the razor-backed pig, who will not become fat in any circumstances, because he is not made that way. No matter how he is fed he will always have a back like a razor."

"In modern dietetics we are finding the importance of balance. The ratio of different kinds of food to each other is, perhaps, more important than the actual quantity of any one of them."

The outstanding instance of an unbalanced diet is an excessive diet of lean meat without an abundance of alkaline vegetables with it."

COOL ROOMS IN THE TROPICS. SUCCESSFUL CALCUTTA EXPERIMENT.

Those experiencing discomfort owing to the heat in Central and Northern India will read with interest the possibilities of the "cold room" of Medicine, Calcutta, where the temperature is maintained constantly at about 75 degrees. The principle involved is a forced supply of air which is passed over the pipes of a refrigerating plant into the room, and the exhaustion of relatively hot air from the room. Fresh air which is required for ventilation is admitted by an opening, which can be filled with a layer of cotton wool, so that the air can be freed from the dust and micro-organisms which are suspended in it. The room is specially insulated by cork to prevent the heating of the air by the walls.

Commenting on the cold room in the annual report of the School, the Director states: "At first some of my colleagues were doubtful as to the safety of drastic interference with the climatic conditions of Bengal, so that it fell to my lot to test the effect of the room on the human body by spending several hours of each day in an artificially cooled room. The nature of my duties necessitated frequent exits from the cold air of the room to the tropical heat outside, but a great part of each working day was spent in the room, 65° F. to 75° F. while the air of the other laboratories was about 20 to 25 degrees hotter."

After two years of experience, there is no doubt in my mind as to the great practical advantages of such a room, and it is likely that the laboratories of the future in hot climates will be constructed on similar lines. A cool room, in addition to being a necessity for many kinds of laboratory work, constitutes a healthy and invigorating environment, in which every kind of worker can maintain his efficiency in the tropics, and it is likely that in the near future the possibilities of central-cooling for offices and houses in India will be realized.

Cool rooms will probably constitute a part of the difficult problem of preserving valuable books, papers, and fabrics of a perishable kind in the climate of Calcutta. It is extraordinary that the vast possibilities of artificial cooling of rooms in the tropics have not been recognized in the past. The highly-paid expert in every line of mental activity loses greatly in efficiency in the tropics. Put him in a suitable atmosphere, and his value becomes much enhanced.

A move to the hills may also be obviated by providing cooled rooms for the more expensive servants of the Government. If rooms are heated in cold climates, why should they not be cooled in warm climates? A cool atmosphere is just as essential for the Indian worker as for the European.

PING LUNG DEAD.

PADEREWSKI'S PET TO BE CREMATED.

A New York message to a London paper last month said:—
M. Paderewski's private railway car to-day is a place of mourning, for Ping Lung, the Pekingese pet presented to the pianist fifteen years ago by a Chinese Prince, is dead.

Mme. Paderewski is inconsolable. Ping Lung is to be cremated, and his ashes scattered over the garden of his beloved owners' Swiss estate, for which M. Paderewski and his wife depart next week.

M. Paderewski, when the dog was taken ill, cancelled its concert engagements and rushed from Sioux Falls to Chicago in search of the most skilled veterinary doctor.

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HONGKONG TIDE TABLE.

From May 28th to June 4th, 1924.

Day of Week	Day of Month	H'kong Standard Time	High Water	Low Water
Thurs	28	h. m.	h. m.	h. m.
Fr.	29	h. m.	h. m.	h. m.
Sat.	30	h. m.	h. m.	h. m.
Sun.	31	h. m.	h. m.	h. m.
Mon.	1	h. m.	h. m.	h. m.
Tues.	2	h. m.	h. m.	h. m.
Wed.	3	h. m.	h. m.	h. m.
Thurs.	4	h. m.	h. m.	h. m.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION	DATE
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore.	—
Colombo, Suez and Port Said.	—
"ANDES MARU"	Sunday, 1st June
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore.	—
Colombo, Durban and Capetown.	—
"CANADA MARU"	Friday, 6th June
BOMBAY via Singapore and Colombo.	—
"BORNEO MARU" (Calls at Penang)	Wednesday, 4th June
"SUMATRA MARU"	Friday, 20th June
BANGKOK, SAIGON via SINGAPORE.	—
"KISHU MARU"	Sunday, 1st June
CALCUTTA via Singapore & Rangoon.	—
"GANGES MARU" (Calls at Penang)	Thursday, 20th June
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	—
"ARIZONA MARU"	Monday, 30th June
NEW YORK via Japan Ports, San Francisco and Panama.	—
"HAYRE MARU"	Beginning of July
JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.	—
"AMON MARU"	Saturday, 14th June
"CELESTIA MARU"	Thursday, 18th June
"ARIZONA MARU"	Monday, 30th June
KEELUNG via SWATOW & AMOY.	—
"KALJO MARU"	Sunday, 1st June, Noon
"AMAKUSA MARU"	Sunday, 8th June, Noon
TAKAO via SWATOW & AMOY.	—
"KOTSU MARU"	Thursday, 5th June, 10 a.m.
TAKAO & KEELUNG.	—
"BUSHO MARU"	Sunday, 8th June

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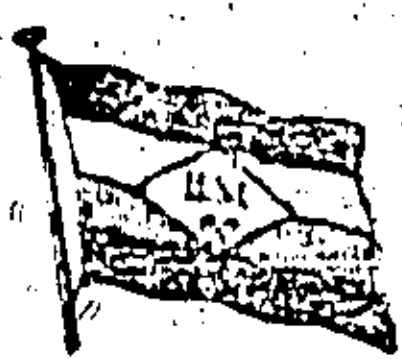
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HONGKONG.



A VERY UNUSUAL SCHOOL. WHERE CHILDREN ENJOY LIFE.

The New York "Nation" writes: "The Drifter," says that many years ago he, with certain of his companions, used to while away some of his leisure hours at playing "school"—possibly on the theory that voluntary pain is almost pleasure. As he remembers, these ventures into education, they were rigidly conventional and dour: the teacher issued orders to the pupils in a stern voice and if he was not instantly obeyed he beat them with a stick, provided they remained within bending distance; suggestions from bright pupils as to what they should do next were not received in good part by their mentor. In other words, the Drifter and his associates believed in education in the old-fashioned way—which is only another way of saying that they had never heard of a certain school in Mexico City.

The Drifter is indebted to Mr. Frank Tannenbaum and the "Century Magazine" for the account of what they, and he, call the Miraculous School. The school was started, by one courageous man in the middle of one of the worst quarters in the city, a haven for cutthroats and bandits; no one had ever thought of establishing a school there, or of collecting axes, chains, and other refuse, or performing any other civil functions. The citizens were supposed to be beyond redemption or the wish for it; let them go their own evil ways, and rear their children in them, said the civil authorities—until the school was started. Mr. Tannenbaum tells a naive and captivating story of the school's beginnings in an old beer garden destroyed by a revolution: the walls and the ceilings

were on the floor. The teacher called the children together and said: "Let us make a school." They did. The first thing to do was to clean the place up and reconstruct it. The teacher showed them how to do it. He picked up a stone and began to carry it out. The children did the same. There was no organization. There was no telling this child to do this and this child to do that. The children knew the place had to be reconstructed and every child did what he could, or would. They sat down when they felt like it. All the children in the neighborhood heard of the great enterprise, and many came to share in it, because it was a happy one.

REAL RESULTS.

This sort of haphazard work, so derided by the exponents of formal education, actually brought results. The building was cleaned out, and the walls and ceiling put back into their proper place. But the children had tasted blood—nothing but another world to conquer would suit them.

When all the dirt had been taken out of the inside of the school, they began to clean up the outside of the school, and gradually followed the dirt into the streets of the neighborhood. These streets had never a broom from the days of creation, and the first appearance of little children sweeping them started the neighborhood. Occasionally, one might now see an older man sweeping the streets with the children, attempting to discover the secret that made the children so playful and happy at their task.

It was all so easy; one tower after another fell before the conquering armies of the young; the streets being swept, it became necessary for the boys to disappear—a parade of the children brought the Street Cleaning Department to their doors. When clean ground appeared under the piles of rubbish in the schoolyard it seemed a pity of let it lie idle, so the children planted vegetable gardens and worked them; the strips of soil in front of the school building were filled with flowers and shrubs.

WASHING POPULAR.

The children, while not neglecting the more aesthetic aspects of their surroundings, did not forget either that one should improve one's own appearance as well. Washing, unknown among their elders, became furiously popular; morning inspection, with a young and severe inspector, preceded breakfast; breakfast itself, prepared by young cooks; followed by a grand cleaning-up. The school-day is a long one, but the children make so themselves. There is so much to do—and, incidentally, so much to learn. It is at this point that the Drifter begins to hear the chorus of tried and true educators such as he exemplified so well in his youth. "This is all very well," they shout belligerently, "but what really do they learn besides sweeping and face-washing? Have they a spare hour—this with heavy sarcasm—for the three R's or any similar subjects hitherto considered essential to an elementary education?" The children would answer scornfully, he knows, but the Drifter, grown patient with age, is willing to explain. The young gardeners sell the produce they raise; how shall they know a fair price or a reasonable profit if they have not mastered arithmetic? Before they are given their land, which they own outright, they must be able to read the deed, and even before that they must send in a written request for their patch. Writing and reading become part of their curriculum because they have need for them. It becomes necessary to keep their savings safe, and the creation of a bank and a young banker lays the foundations for the study of economics. And so it goes: they learn because they must; and they must not because someone tells them they must.

Well, the Drifter does not mind saying that he would like to attend this Mexican school. Failing that, he might almost decide to become a teacher there, not in order to teach the children but to learn from them. And since it seems hardly possible that he could desire to remain in one place long enough to find out all that the children can evidently teach, he wishes for moderate riches with which to make a gift that will enable other teachers to go there. For the nine hundred children have long overtaken their first

(Continued on next column.)

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NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo on S.S. "ANTIN" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st May, 1924, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 31st May, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, the 31st instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting Agent.

Hongkong, 26th May, 1924.

LOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO"

FROM TRIESTE, VENICE, BRINDISI,

SPALATO, PORT SAID, MASSARA,

ADEN, COLOMBO, PENANG,

AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL CO., LTD.,

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Hongkong, 27th May, 1924.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
STRAITS & CALCUTTA	"HOSANG"	Thursday, 29th May, 3 p.m.
SHANGHAI & SWATOW	"YATSHING"	Friday, 30th May, 10 a.m.
MANILA	"YUENSANG"	Saturday, 31st May, 11 a.m.
SHANGHAI	"LIENSANG"	Saturday, 31st May, Noon.
HAIKONG via SWATOW	"MINGSANG"	Sunday, 1st June, 10 a.m.
BANGKOK via SWATOW	"HANGSANG"	Sunday, 1st June, 10 a.m.
TSINGTAU via SWATOW	"YUSANG"	Wednesday, 4th June, 9 a.m.
SHANGHAI	"KWONGSANG"	Friday, 6th June, 10 a.m.
FRANGHAI via SWATOW	"MAUSANG"	Saturday, 7th June, 1 p.m.
SANDAKAN	"SUINSANG"	Saturday, 7th June, 3 p.m.
MANILA via ANJOY	"LEESANG"	Sunday, 8th June, 10 a.m.
HAIKONG via HOIHOW	"KITSANG"	Wednesday, 11th June, 7 a.m.
KOBE via SHANGHAI	"CHUNSHING"	Wednesday, 11th June, Noon.
TIENTSIN	"CHUNSHANG"	Saturday, 14th June, 10 a.m.
BANGKOK via HOIHOW	"FOOKSANG"	Saturday, 14th June, 3 p.m.
STRAITS & CALCUTTA		

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

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BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo. A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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s.s. "HOSANG" will be despatched on or about Thursday, 29th May, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"CARNARVONSHIRE"	13th June	London, Rotterdam	7th June	
"GLENTARA"	29th June	Hamburg		

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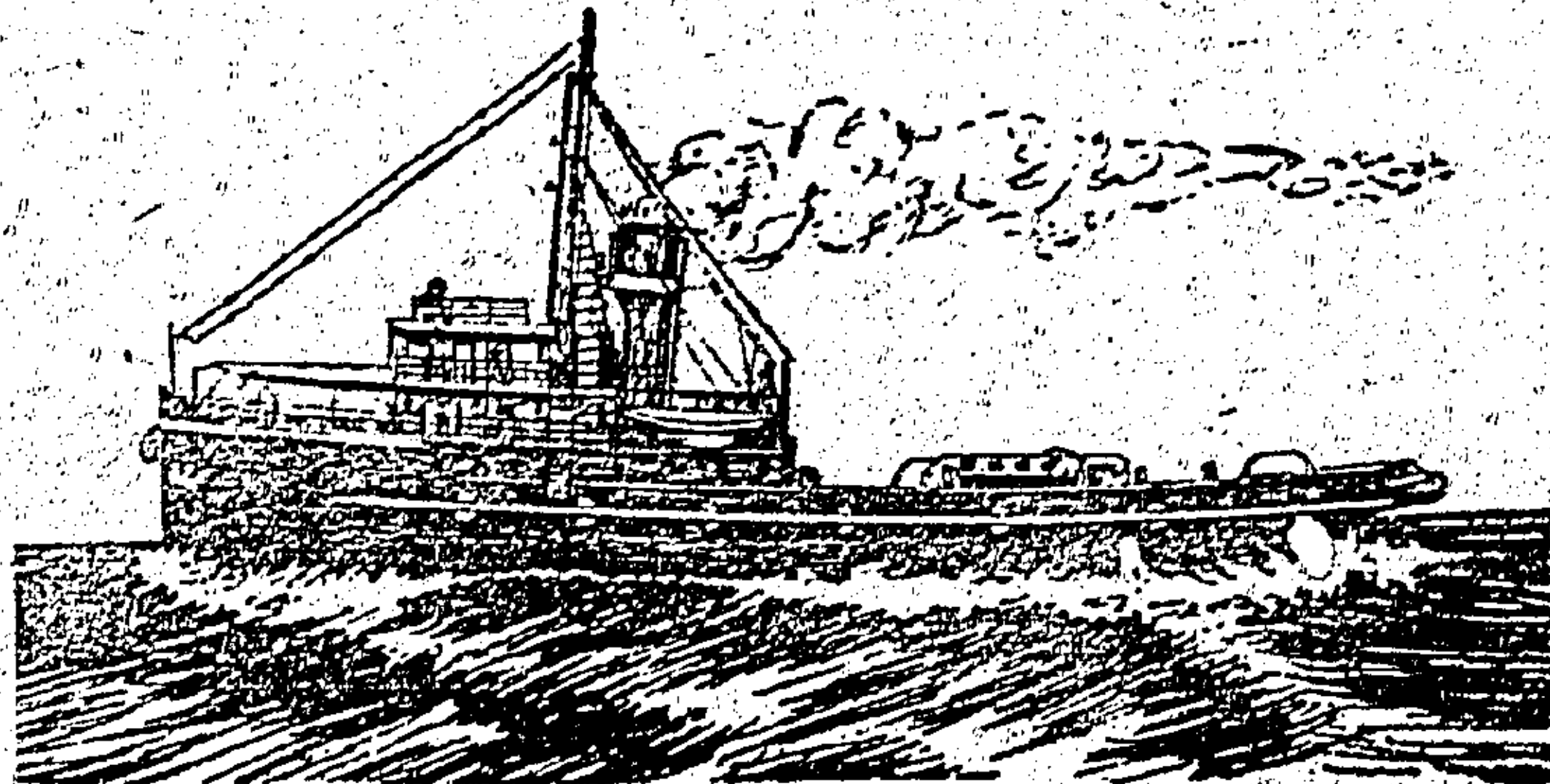
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

PASSENGERS

DEPARTURE

Perkins, Eastern, for Australia, on May 27th.—Mr. and Mrs. A. H. Richardson and two infants, Miss M. Richardson, Master J. Richardson, Rev. and Mrs. Johnson and infant, Miss N. Hall, Mr. H. H. Cohen, Miss C. Cohen, Mr. R. H. Moulton, Mrs. J. F. Haggeman, Miss N. West, Miss E. E. Fugate, Mr. and Mrs. J. T. Cochran and Miss M. H. and Mrs. E. D. Davies, Misses D. E. and E. E. Burrough, Miss C. F. Moberly, Miss A. Greenwood Hammer, and Mr. and Mrs. Chas. Doughty.

Per Dollar's *President Harrison*, on May 27th, for Marsellville and New York, and persons.—Mr. M. L. Atken, Mr. J. H. Foster, Mr. J. C. Warner, Mr. J. H. Foster, Mrs. Nelson, Mr. Wm. H. Anna Mayfield, Mr. Reinald Yarrow, Mr. H. J. Everall, Mr. and Mrs. M. Teoh, Miss M. Teoh, Miss H. A. Wilder, Mr. A. H. Wima, Mr. and Mrs. D. Parker Byron, Mr. and Mrs. Glean N. Duch, Mrs. M. H. Gautier, Mrs. M. H. Hauser, Mr. W. H. Morrow, Mrs. B. B. Orger, Father and son, Mr. A. A.

Mrs. A. A. Waters and wife
 Mrs. A. W. Waters
 and Mrs. J. Casson, Mr. O. Naroomal,
 Mr. G. Duramal, Mr. and Mrs. A. R.
 Elliott, Mr. W. Downie, Mr. F. M.
 Prince, Mr. F. A. Edmondson, Mr. A.
 A. Bellinger, and Rev. Father Vogel.
 Per T.K.K. as *Tempo Mary*, on May
 28th—Mr. T. Ando, Mr. and Mrs. C. C.
 Barnes, Mr. Chiu Tin, Mr. Chin Wing,
 Mr. Chiu Shee, Mr. Chan Yau,
 Mr. Chiu Tin, Mr. Chong Kiang, Mr.
 Chiu Tin, Mr. H. F. Harris, Mr. Gin Shee,
 Miss M. Hung, Mr. T. Hoang, Mr. Hon
 Lam, Mrs. Luscher Johannes, Mr. M.
 de Jesus, Mr. Joe Juan Lin, Mr. Jui
 Yee Pan, Mr. Jew Low, Mr. Koh Choy,
 Master Ku Ah Jong, Mr. Kong Ping
 Keung, Mr. and Mrs. C. I. Lo, Mr. O.
 F. Lyen, Mr. Lau Yook, Mr. Low Yin,
 Mr. Low Kee Nam, Mr. Lee Yee, Mr.
 Low Joo Hing, Mrs. Lai Shee, Mrs.
 Leung, Kwan Shui, Mr. Lee Look, Mr.
 Lee Yee, Mr. Low Wah Sang, Mr.
 Leung Yau, Mr. Leung Yung, Mr.
 Lee Yau, Mr. Lo Chu Sung, Mr. B.
 Manjanyan, Mr. W. H. McBride, Mr. Mu
 Wei Toog, Mr. and Mrs. T. Omura
 and two children, Mrs. Ong Shee and infant,
 Mrs. Po Shee and infant, Mr. Ping
 Wing Tam, Mr. and Mrs. Tom Ting
 Kuen, Mrs. Tong King Yin Young, Mr.
 Wong Waa Chao, Mr. Wong Gooi, Mr.
 Wong Fuo, Mr. Yee Won Yew, Mr. Yee
 Yow Kue, Mr. Yee Wing Yui, Miss Y.
 Yee, Miss H. Benoit, Deck, Mr. Y.
 Leontoff, Mr. H. Maniag, Mrs.
 and three children, Mr. Y. Ogasawara,
 and Mrs. H. M. Robinson.
 Per Admiral Oriental liner *President*
McKieley, for Victoria and Seattle, *via*
 Shanghai and Japan, on May 28th:—
 Mr. E. C. Bogie, Mr. A. C. Ruoff, Miss
 Alvin Schmidt, Mr. D. F. Weidman,
 Mr. and Mrs. F. V. Walker, Mr. Chas.
 Casey, Mr. Harry T. Edward, Mr.
 G. G. Gledhill, Mr. H. H. Gledhill,
 Mr. B. R. Wood, Mr. Wm. Young, Mr.
 A. B. Padlock, Mr. J. Pierson, Mr.
 Chong Foon, Mr. Shoo Shee, Mr. Wong
 Wing Yui, Mr. Li Chiu, Mr. Ng Hien
 Cau, Mr. Ngo Trien, Mr. Tam Wai, Mr.
 Yau Jung Lay, Mr. Boey Yew, Mr. Boey
 Chai, Chu Hong, Mr. Leung Chew, Mr.
 Chui Sui Hain, Mr. Lock Yok, Mr.
 Siu To, Mr. Wong Dong Sing, Mr.
 Wong Bong, Mr. Eng Ding Quong, Mr.
 Wong Hoi, Mrs. Yung Chee, Miss
 Yung Chin, Mr. C. W. Wang, Mr. Yung
 Mai, Chao Chai, Master Mei Quong,
 Mr. Chiu Kow, Mr. Sit Cheung,
 Mr. Lo Po Hang, Mr. Soo Hoo,
 Mr. Wod Shee, Mr. Lim Hung,
 Mrs. Chie Ku Yee, Mrs. H. S. Komer,
 Mr. A. J. Joffe, Mr. M. Leitao, Mrs.
 F. L. Hill, Miss Jordan, Mrs. Lau
 Chuan Shee, Mrs. Chan Shee, Mr. Low Young
 Wai Kee, Mrs. Yin Ty Pond, Master
 Chan Fook Sing, Mr. Quong Bing, Mrs.
 Chan Fook Sing, Mr. Quong Mas,
 Mr. Chiu Yee, Mr. Wan Don, Mr.

Mr. R. M. Johnson, Mr.

Fang, Mr. Wong Wing Hong, Miss D.
 Edgellgate, Mr. E. E. Ellis, Master S.
 Fong, Mr. C. F. de Carvalho, Mr. H.
 Schumacher, Mr. L. Felberbaum, Mr.
 G. H. Dodge, Mr. P. C. Kwan, Mr.
 Cheong Cheong Park, Mr. Siu Din Man,
 Mr. Ng, Mr. L. L. Lee, Mr. Leong
 Fung, Mr. Lam King Toi, Mr. Berry C.
 Tung, Mr. Hui Sim Wing, Mrs. Yow
 Kwai Lai, Mrs. Yow Chang Shee, Miss
 Yow Lee Tuen, Master Yow Kai Fook,
 Mr. S. Jespersen, Mr. E. Wilscher, Miss
 G. Bulger, Miss Eva Goyerts, Lieut.
 Kinwerth, Mr. Elkus, Mr. N. O. Noah,
 Mr. and Mrs. G. E. Mallison, Miss Leung
 Nai Man, Miss Rosa Y. Liang, Mrs.
 P. K. Liang, Mrs. Liang, Mrs. G. E.
 Brumby, Mr. E. de Sousa, Dr. J. T.
 Maxwell, and Mrs. W. M. Barber.

VESSELS EXPECTED.

VESSELS EXPECTED.

WEATHER REPORT

May 28th at 17.43.—Pressure has decreased slightly at Tokio and slightly over S. Japan; it is moderately stationary over the Loochoos and Amami, and has increased slightly elsewhere. Weak anticyclonic conditions continue over N. China, a depression is situated in the S. sea, Japan, and a though of relatively low pressure covers the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, May 28th, 0.00 inches. Total since January 1st, 24.95 inches, against an average of 24.04 inches.

The forecast for the 24 hours ending at 18 hours, May 29th is as follows:—

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Formosa (Japan)	... N. winds, moderate.
Hongkong to Gap Rock	E. winds, moderate; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

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SEIYO MARU		35,000 tons,	June 27th
SIBERIA MARU		35,000 tons,	July 12th
TAIYO MARU		35,000 tons,	July 26th
TENYO MARU		35,000 tons,	August 8th

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

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BAKUYO MARU		18,900		July 12th.

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"PRESIDENT JEFFERSON"	...	...	...	...	...	June 30th
"PRESIDENT GRANT"	...	...	...	...	...	July 3rd
"PRESIDENT MADISON"	...	...	...	...	...	July 15th

TO MANILA

"PRESIDENT JACKSON" ... May 31st.
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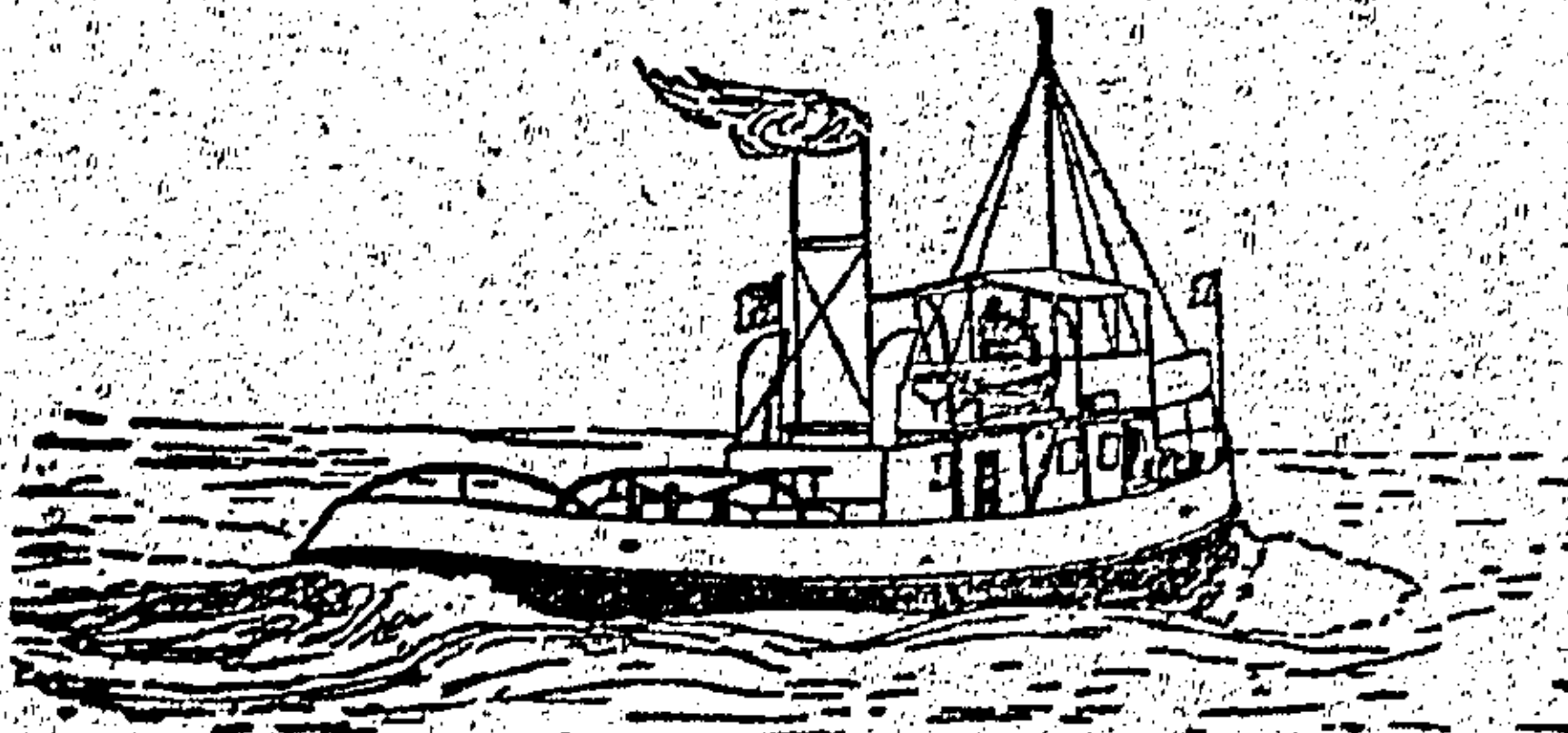
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KASHIMA MARU	Wednesday	4th June, at 11 a.m.
MAKONE MARU	Wednesday,	15th June.
HAMBURG via LONDON & ROTTERDAM.		
LIMA MARU	Saturday,	14th June.
LIVERPOOL via MARSEILLES & VALENCIA.		
TOYOHASHI MARU	Sunday,	15th June.
SYDNEY & MELBOURNE via Manila, &c.		
TANGO MARU	Wednesday,	18th June, at 11 a.m.
YOSHINO MARU	Wednesday,	18th June.
NEW YORK & BOSTON via PANAMA.		
TAKAOKA MARU	Friday,	13th June.
BUENOS AIRES via Singapore, Durban & Cape Town.		
KAWACHI MARU	First July	
BOMBAY via Singapore & Colombo.		
TAMBA MARU	Tuesday,	10th June.
CALCUTTA via Singapore, Penang & Rangoon.		
MURORAN MARU	Friday,	30th May.
BENGAL MARU	Monday,	9th June.
NAGASAKI, KOBE & YOKOHAMA.		
YOSHINO MARU	Thursday,	12th June.
SHANGHAI, KOBE & YOKOHAMA.		
TOTTORI MARU	Saturday,	31st May.
SADO MARU	Sunday,	1st June.
FUSHIMI MARU	Tuesday,	3rd June.

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